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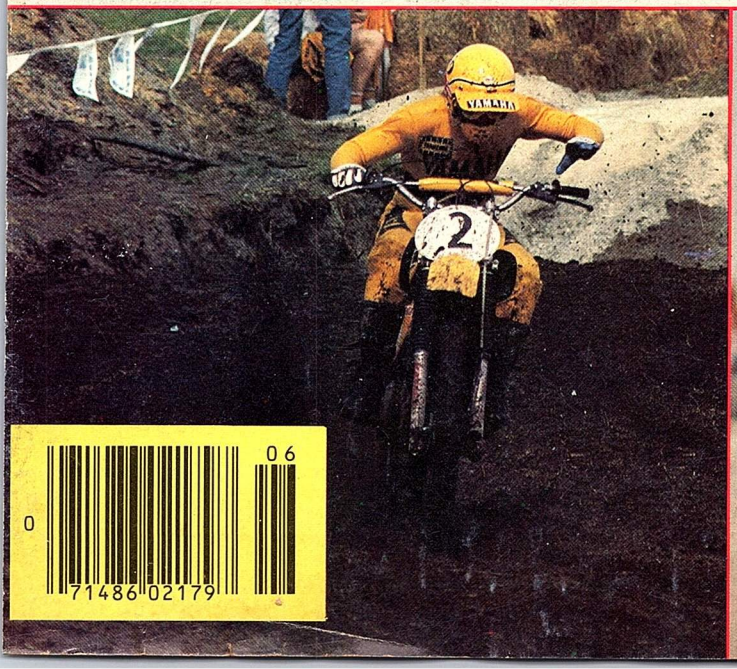
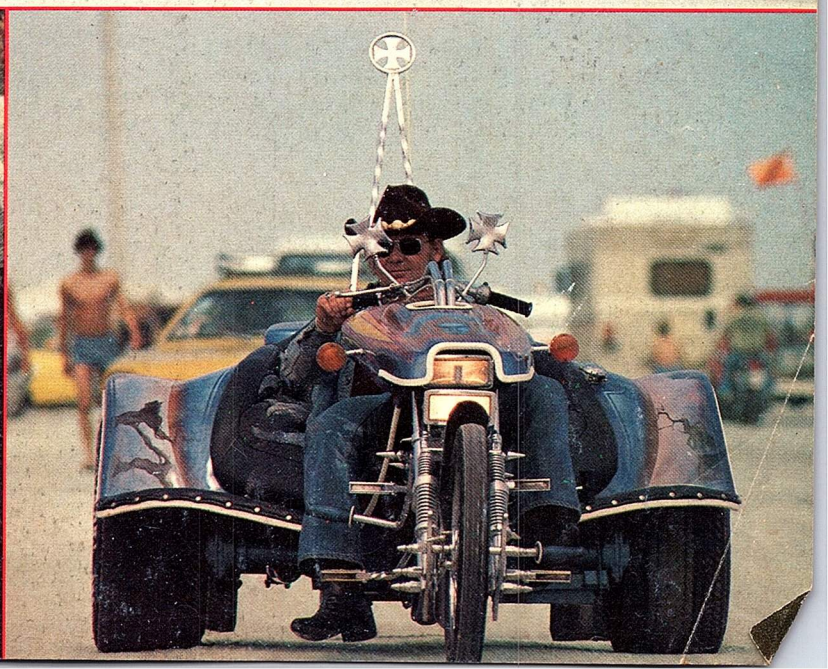
SPECIAL ISSUE: DAYTONA '77

Testing Honda's CB750F2





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JUNE 1977

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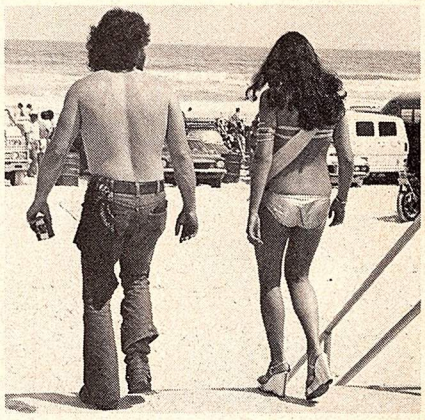
Free-lance photographer Ray Lustig captured some of Daytona's many scenes for our June cover. Giant Daytona section begins on Page 24.



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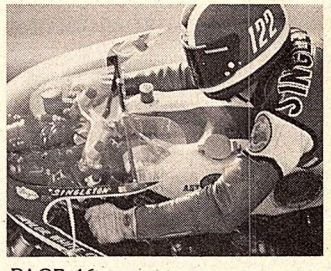

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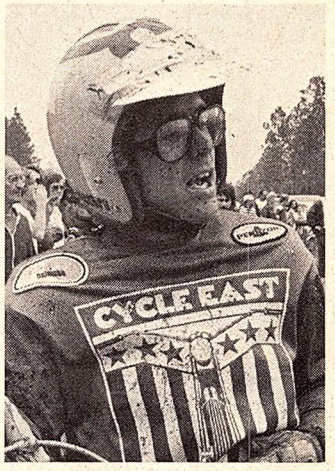

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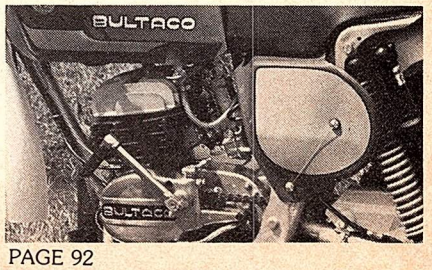

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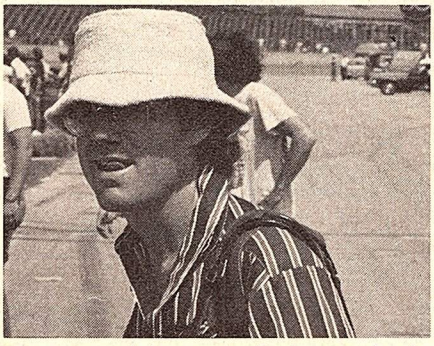
MC Keyhole

An Inside Look At This Issue...



You guessed it! We went to Daytona. Not just some of us, but the whole editorial staff plus one. Why Daytona? Because it's the most important gathering and racing of the season, the kickoff. Plus one? Who? Ray Lustig. A lens as we say in this business, one of the very best photo/journalists east of the Mississippi. Resides in Washington D.C. just a hop from Daytona. Ray ran off 36 rolls of black and white and 17 rolls of color. Multiply that by 36 and you can figure how many shots he took. He had to, because we were busy getting our All Star Awards banquet together and piecing together the Daytona Hotline.

Daytona is not just a 200-mile road race. There is the 250cc race held on Saturday in which Yamaha ace and our road race/short track All Star winner, Kenny Roberts, just played with the opposition until his monoshock quit shocking. Kenny couldn't keep up the pace on a pogo stick so he parked it.

Traditionally, Gary Bailey designs the motocross track. Not an easy chore because motocross races are supposed to be held over natural terrain, not the flat and prepared grass surface of the Daytona infield situated just a track width's distance from the start/finish grandstands. Gary has been making the course since '71; you could call him the father of Supercross MX racing in places like Pontiac, Michigan and the Los Angeles Coliseum. Staffer Brad Zimmerman, who is very much in touch with this kind of racing, contributes his expertise on the Daytona Motocross and also explains why Bailey expected the riders to do it one way, but they figured out another way to get around his twisting, jumping course 20 seconds faster. And that's an awful lot of seconds per lap. The old school master should have known better, but then that's Brad's story, not mine.

One of the biggest highlights of the road race is not the 200-miler, as most would think, but the production race. It

continued on page 11

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1976 CJ-360T

Attention, budget buyers. Take a look at what's going on during the Honda Showroom Showdown. There are great buys available. Like brand-new 1976 Honda CJ-360T's, now being listed for the manufacturer's suggested retail price of only $892* ($901 East Coast price). Probably the best mid-size road bike buy around. The CJ-360T is a super-practical, popular road bike. With its 356cc, overhead-cam, twin-cylinder engine, five-speed transmission, two-into-one exhaust and sleek styling, you can zip around looking sharp all day long. And with four-stroke economy and Honda's enviable reputation for reliability, the CJ-360T can turn out to be an even bigger bargain than its price. Supply may be limited, so see it today during your Honda dealer's Showroom Showdown. $892.

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1976 TL-250

Trials riders know the advantage of riding a Honda TL-250. But trail riders are discovering it, too! And now, brand-new 1976 TL-250's are being listed at the manufacturer's suggested retail price of only $867* ($876 East Coast price). The unique power and exceptional traction offered by this machine—Honda makes the world's only production four-stroke trialers—is further enhanced by its four-valve head, precise steering geometry and slim, maneuverable design.

Whether you ride trials, trails, or both, you'll find the TL-250 is a machine that doesn't balk easily when the going gets tight and demanding. Supply may be limited, so check one out today during your Honda dealer's Showroom Showdown. $867. The price you'll like. The performance you'll love.

*Manufacturer's suggested retail price does not include tax, license, dealer set-up and transportation charges. All prices optional with dealer. Always wear a helmet and eye protection when riding. Keep lights on and check local laws. Model availability may be limited. For free brochure, write: American Honda Motor Co., Inc., Dept. M67P, Box 50, Gardena, California 90247. See Yellow Pages for nearest dealer. ©1977 AHM.

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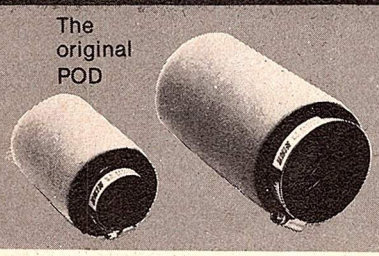
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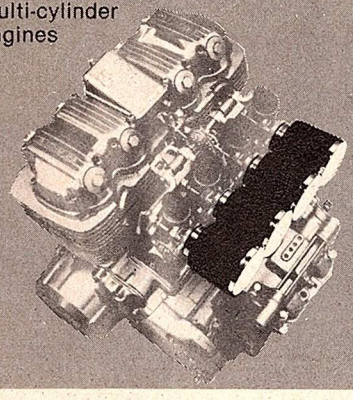
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HotLine

Austrian Thumpers

From one of our undercover spying elves comes the information that both KTM and Can-Am are currently working on hush-hush development of four-stroke singles. The KTM is rumored to have a desmodromic cylinder head like a Ducati, that utilizes a rocker arm to open the valve, and a separate one to close them. The Can-Am engine is being created by their Austrian firm, Rotax. The valve train is a dual overhead cam arrangement, driven by a toothed Gilmer belt. The head is a four-valve design, and the cylinder will be fed by two carburetors. Two versions will be offered—a five-speed cross-country model and a three-speed motocross model. According to dyno figures, the wide torque curve allows the use of only a three-speed for motocross.

Sloan To Work On Desert Study

AMA member Ron Sloan of Thousand Oaks, California, a former Western Region Representative to the AMA Board of Trustees, has been appointed to the California Desert Conservation Area Advisory Committee by Secretary of the Interior, Thomas Kleppe. Sloan, a member of the 15-person committee established to develop a comprehensive long-range recreational plan for the California desert, should do plenty of good in the bike rider's behalf.

Finishing The 1979 Molds

To give you an idea of how far ahead the motorcycle manufacturers work, while visiting Husky in Nashville, we learned that they had just finalized the plans for the 1979 production machines. No details were available, but casual hints pointed towards Mikuni carbs as stock items on all the machines, and an automatic tranny machine designed for motocross racing that works superbly.

Cannonball Baker Pre-Run?

Someone's been doing some cross-country-road-race-TZ-tuning. Overheard the following conversation while monitoring the Highway Patrol radio, between a base station and a patrol car: . . . "Did you get a speed reading off that motorcycle, unit 6?" . . . "Yea, and you guys aren't going to believe this. I register him in at 162 mph." . . . . "Are you going to pursue, unit 6?" . . . (long pause) . . . "Are you guys kidding me?"

Four-Stroke Foray

All you lucky owners of Velocettes had better get out the rag and polish. The second annual rally of the Velocette Owners Club is scheduled for July 22, 23 and 24. Events include a display, swap meet and banquet, all coming together in beautiful Eugene, Oregon at Armitage State Park. You can go just to spectate, or thump your way down on your favorite treasure. More info and membership applications are available from Steve Kesey, 654 Tipton St, Eugene, Oregon 97404. Expect to see other Velo owners and enthusiasts from all over the United States and Canada.

Rent-A-Racer GP Results

You can sleep a little better now, O.J. According to a friendly Rent-A-Car person, most of the companies furnishing "rent-a-racers" import more cars from surrounding branches to fill the needs of Daytona Speedweek. From one firm's spokesman comes, "This year the cars came back in pretty good shape. Over the previous couple of years we got some badly tweaked units returned." What was the biggest problem in renting cars to racing types? "They seem to enjoy driving the cars into the ocean." This year the Daytona Police Dept. kept a watchful eye on beach driving. Ask Jay Springsteen—he got a ticket for speeding (a whopping 27 mph) on the sandy eastern shores.

Coke Adds New Life To MX...

Coca-Cola has stepped up its support of motocross. The promotion is being done under the "Mr. Pibb" brand name, which is a new product of the Coca-Cola Company primarily distributed in the southwestern and southeastern states. Mr. Pibb supported the highly successful Atlanta Superbowl South, and the Houston Astrodome event. Next on the calendar will be certain promotions for the U.S. 500cc MX championships. This marks the first time a major sponsor outside the motorcycle industry has strongly promoted an involvement in AMA motocross. M

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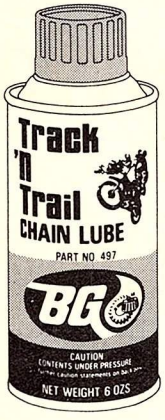

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On The Line

Raps 'n Response From Our Readers...

SWOOPED 'EM

You guys swooped 'em again with your exclusive test on the fabulous Orient! Just think, no cables to break, generator or tranny to worry about and that fabulous front brake that uses the full circumference of the wheel for stopping power. A revolution in motorcycle engineering; who owns it?

John Aldrich
Denver, CO

This 1906 antique bike is owned by the original desert fox—Bud Ekins, North Hollywood, California. By the way, in response to all the letters and phone calls we have received concerning the Orient, we have to confess, folks, it was just a put-on. The bike hasn't been manufactured for at least the last 50-60 years, even if you could find one. We had so much fun doing the "test" that you just might see more of these "timely" articles appearing in our pages occasionally.—Ed.

FREE ANSWERS???

I'm interested in buying a bike, but I have a few questions and can't get answers without a hard-sell job from the many dealers I've visited. I'm hoping you can help me. I have about $2000 to spend and your February and March '77 issues have narrowed down my choice to the '77 Can-Am Mx-3 and the new AW 250 Maico. Here we go: #1—My dealer says the Maico weighs 214 dry. You say 241 wet. So 2.2 gallons of pre-mix, two fork legs and a transmission full of oil weigh 27 pounds? #2—I thought a rotary valved Can-Am should weigh more than a piston port Maico. Where's the difference? #3—Both machines are fed with Bing mixers. Would a racing Mikuni, and a reed valve on the Maico, make much difference on either bike? #4—Would the Simons fork set-up you covered be worth the money for ¾-inch more travel on the Maico? #5—I've heard of a guy who's an Ossa man, by the name of Joe Bolger. He has a totally new rear suspension system called, "a rocking beam-compensator swing arm" set-up, that can be bolted on to any LTR-equipped machine, for improved suspension. What do you know about this and would it be advisable to touch such a high quality suspension package that the Maico is equipped with?

Frank Dixon
Omaha, NE

Here we go... #1: We use a certified balance beam scale and your estimate of all that fluid not weighing 27 pounds is in the ball park. I don't know where some of these manufacturers get their dry weights, but it is nearly impossible to duplicate the dry weight condition. It would mean disassembling and cleaning everything that came in contact with lubricating oils. We fill up the fuel tanks simply because that's the way we ride 'em, until they are almost empty. #2: We don't know where the difference is, probably in smarter engineering. #3: Recent flow tests have shown the Bing to flow better than the Mikuni so the carb change would probably do more harm than good. #4: I personally don't think 3/4-inch is worth much money, but then, I'm only one person, who knows? #5: Bolger's Rocking Beam suspension is unique and different but I don't see any advantage to it other than a bunch of extra moving pieces.—Ed.

DISC BRAKE BROKE

I own a '73 Honda CB450, which has only 8,000 miles on it. The only problem I've had is blowing the gasket to the inspection where you check the valves. No problem there. Now the real problem—the bike has a front disc brake which holds well but won't release pressure. I've had the master cylinder off and tried to clean it out with no results. I've also had the brake caliper off and apart with no results. Is it possible to buy a kit to rebuild the master cylinder? I'm at a loss and have tried everything I know. The brakes build up pressure after 45 minutes of riding without using them at all. I hope you can figure this all out, I'm ready to give up.

Jared B. Smith
Birmingham, AL

Don't give up yet, for there are several things that might cause your disc brake to drag. The one that first comes to mind is that the brake caliper return spring could be worn out; that is, has lost some of its tension and is not moving the caliper back from the disc to allow the "dead" puck to spin free of the disc. Another cause might be some air in the brake hydraulic system that will expand when it becomes hot and you partially apply the brake. If you use a pressure spray car wash to clean your bike, it's possible that the alkaline soap is causing corrosion inside the caliper, making it difficult for the movable puck to slide back inside. A brake master cylinder rebuild kit is not available, but any of the parts may be ordered separately through your Honda dealer.—Ed. M

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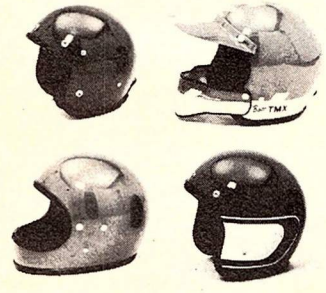

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KEYHOLE

continued from page 2

makes a lot of sense because the Yamaha parade doesn't leave any doubt as to the winning brand, rather the suspense as to who. Friday's 50-mile production race is a bit different. Kawasaki Zs had it for awhile, then it was BMW, and now someone brand-new. A privateer yet. An owner-rider made it to the winner's circle this time. Motorcyclist's Rich Cox covered that one for us.

Rich was also involved with Kawasaki's 24-hour record attempts the following week, as a rider, not a writer, he does that when he's back at his typewriter. Kawasaki's record assaults are a part of this issue, written from the viewpoint of someone who had to hang on to the thing at 9000 rpm, 120 mph on the wall at Daytona for an hour at a time. Rich, being a part of it, has the inside dope.

It was a rain-shortened 200, by nearly 100 miles. But a turn of events stirred up more controversy than 2-strokes versus 4-strokes at the Speedway. Rain early in the week didn't allow a great deal of time for tire testing. Tires are an important part of Daytona. Roberts blew one only a couple of laps from the finish last year allowing Ceccoto to win with just fabric between him and the hospital. The year before current 500cc world champion Barry Sheene blew a rear Dunlop at close to 170 mph forcing the likable young lad into a long stay in the infirmary. Understandably so, the Speedway is a bit concerned about the life of these tires. Each year the bikes get faster and lighter. The 750s are putting out more than 110 hp and according to Kenny R, "You just can't open them up until you're in third." (Don't mistake his third gear for the third on your 750 because it's probably comparable to your fifth.) So in the interest of safety, the 200-miler was changed to two races with an hour intermission between races. Scoring would be like a motocross, combine the two races.

Daytona isn't all pavement, there is the motocross and an enduro called the Alligator. It had been a national for many years until now, but it still has enough prestige to gather the best enduro riders from all across the U.S. Staffers Zimmerman and Cox tested a couple of brand-new bikes at the Alligator. If this race was any indication, the bikes must be pretty good. Brad dropped two points, and Rich lost four not even wearing a watch and then running out of gas. This was good enough for a second, and third respectively in the "Executive Class." It should have been a first and second but the three-time National Enduro champ himself beat Brad by a few seconds. What was King Richard doing cherry picking anyway? Find out in Zimmerman's account of the Alligator, inside.

Dave Ekins, Editor

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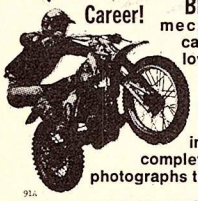

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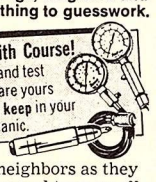

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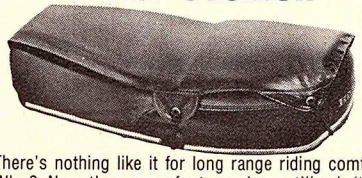

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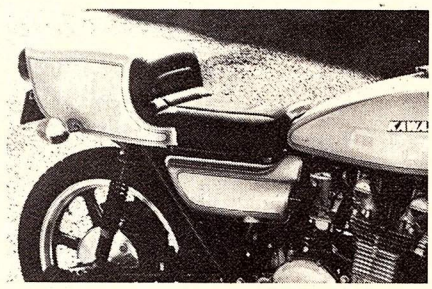
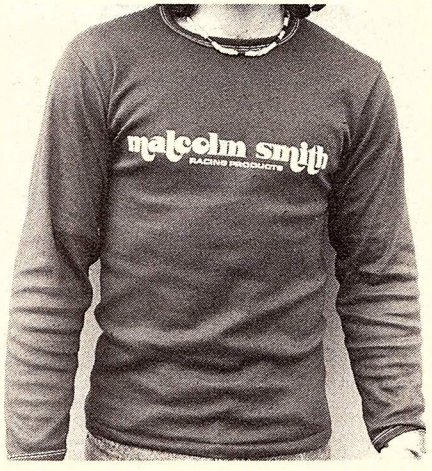
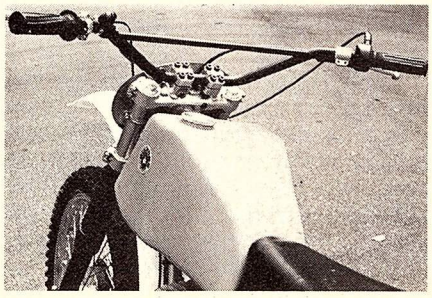


DON VESCO PRODUCTS have included both good looks and comfort in their new Cafe Royale seat for the 900 and 1000cc Kawasaki bikes. The seat features hinged mounting with latch for ease of maintenance, flip-down seat back for storage, triple foam upholstery for easy riding comfort, and a hardware kit for easy installation. The Kawasaki custom seat sells for $130 from **Don Vesco Products Inc., 7565 North Ave., Dept. MC, Lemon Grove, CA 92045 (714) 465-8256.**

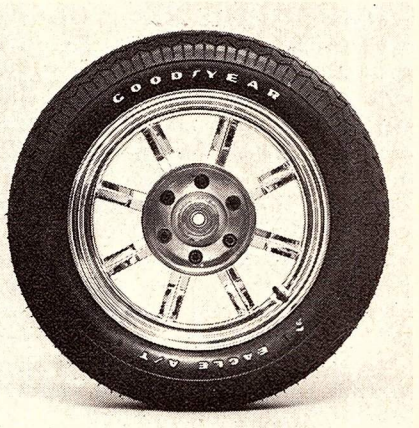


MALCOLM SMITH RACING PRODUCTS designed a fine quality knit sport-shirt they call the "Gold Medal," for it does not fit into the line of usual T-shirts. It is made of a heavy woven blend of 50% cotton and 50% polyester, needs no ironing and will not shrink or fade. It is available in five different team colors, with the latest logos for Honda, Suzuki, Yamaha, Husqvarna and Malcolm Smith Racing Products. The short-sleeve shirt sells for $6.95, the long sleeve for $7.95 through local Malcolm Smith dealers or directly: **Malcolm Smith Racing Products, 888 Marlborough, Dept. MC, Riverside, CA 92507.**

FLASH PLASTICS introduces their new Bultaco gas tank replacement which fits all Bultaco Pursang and Frontera models 1971 through 1976. This tank holds 3.5 gallons of premix and is made of high impact plastic. Each tank comes with a leakproof aluminum gas cap, all mounting hardware, and uses stock Bultaco petcocks—all you need to buy is the gas! You can match your Bultaco colors in



coordinated red and blue, with other colors available on request. The replacement tank sells for $59.95 and has a one-year warranty against defects. For descriptive brochure, send 10¢ to: **Flash Plastics, 425-29th Street, Dept. MC, Hermosa Beach, CA 90254,** or see your local Bultaco dealer.



HALLCRAFT'S INDUSTRIES introduces a new all-steel, bolt-on wheel for the Honda Gold Wing. The new 8-spoke Gallaxy for the 1976 and 1977 Gold Wing is available in both front and rear models, features show-quality, deep chrome finish and includes eight alternately angled, all-steel square spokes. The Gallaxy bolt-on wheels can be installed without special adaptors by using existing brake and axle components, and are engineered to run true with proper alignment and minimal run-out for longer tire life, ease of balancing and maximum performance. See your dealer or send $1.50 for catalog to: **Hallcraft's Industries, Inc., 244 Millar Avenue, Dept. MC, El Cajon, CA 92020.**

HOOKER HEADERS has news for Honda owners, their new high-performance exhaust system for Hondas. It is designed to be used with the stock muffler, and is engineered for maximum street performance. It's a four-into-one low exit design in chrome which delivers

Bacardi and tonic. Try it in your cooling system.

Take a frosty-cold mug, filled with ice. Add Bacardi light rum. Douse with a generous, chilly splash of tonic. Top it off with a wedge of lime or lemon.

Now sip. And shiver.

That's Bacardi and tonic, the combination cool as a midnight dip in your favorite pool. It's the icy tingle of tonic. It's the light, dry, deliciously smooth taste of Bacardi rum.

It's Bacardi and tonic. Let it cool your system.

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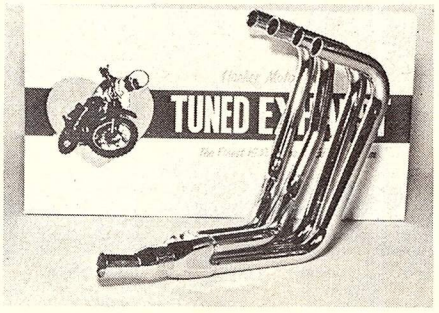
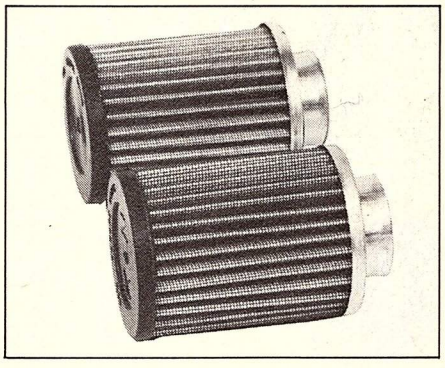
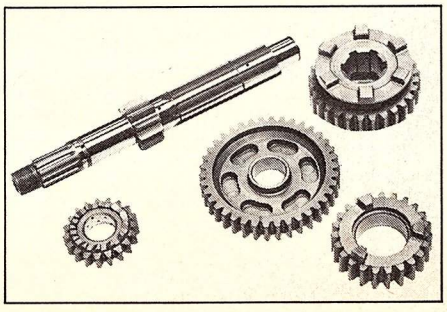


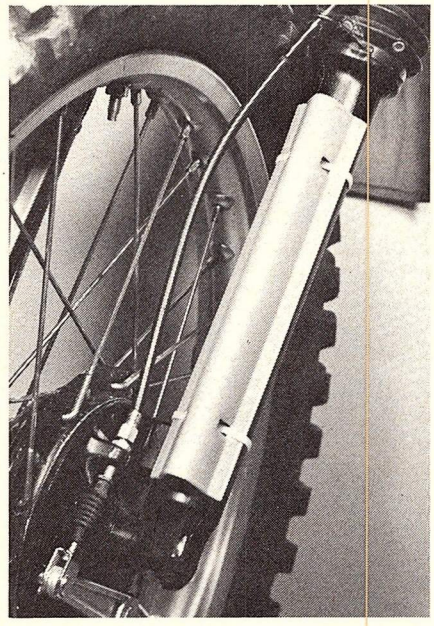
the largest horsepower gains where you can feel it—in the mid-range 3500 to 7000 rpm. This Hooker header, part No. 27173, is designed for 1975-77 CB 400 F model Hondas and priced at $95. Available at local dealers, or contact: **Hooker Headers, 1032 West Brooks Street, P.O. Box 4090, Dept. MC, Ontario, CA 91761.**



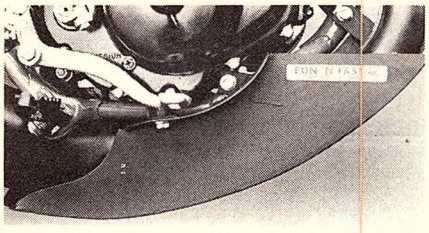
K & N ENGINEERING has just added new High Performance Air Filters for the Yamaha 360cc 4-stroke twin to their line of motorcycle products. The open-side Air Filter elements clamp to stock Yamaha XS-360 carb hoses and mount tucked-in behind side covers. They are round, measuring three inches in diameter, four inches in length, and the accordian pleats design means a greater filtering area. Part No. R-130/2 designed to fit all Yamaha XS-360 1976 and later models, sells for $13.60. For the complete 1977 catalog of K & N Air Filters, handlebars and accessories, send $2 to: **K & N Engineering Inc.; P.O. Box 1329, Dept. B36-MC, Riverside, CA 92502.**



ANDREWS PRODUCTS manufactures all-new transmission gears for the Kawasaki KZ900 and 1000. The Close-Ratio first gears achieve more mph plus a better first/second shift, the Overdrive fifth gears allow for smoother and quieter top gear running plus improved fuel mileage. The Kawasaki transmission gears, like all other Andrews Products gears are manufactured to exacting specifications from a heat treated alloy steel and are actually stronger than the standard gears they replace. Every gear is 100% warranteed against defects. For more information, write: **Andrews Products, 9872 Farragut Street, Dept. MC, Rosemont, IL 60018**



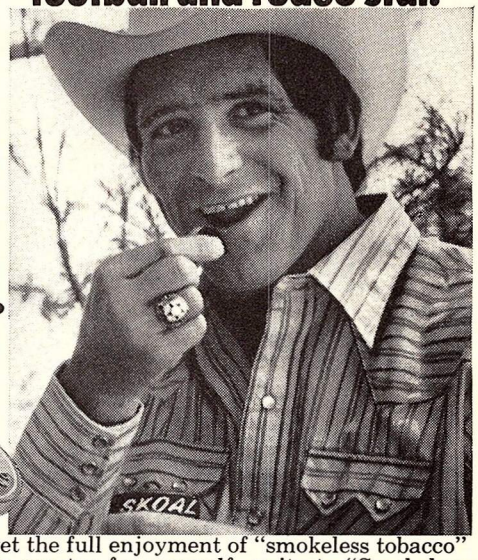
PRESTON PETTY offers these latest Fork Protectors made of unbreakable plastic. The curved protector mounts with tie straps, covers the ribs, and deflects rocks and debris instead of hitting against the metal. Choose from eight colors and the total bill only adds up to $4 for the guaranteed unbreakable protectors from **Preston Petty Products, Inc., P. O. Box 89-MT, 403 North Main Street, Dept. MC, Newberg, OR 97132.**



FUN 'N FAST INC. introduces their new skid plate for the 1977 Honda CR125. Your expensive cases and exhaust pipes are worth protecting with this tough, durable steel skid plate. No special tools are required, it bolts on in minutes, part No. SP40 C. Retail price is $23.50 through **Fun 'N Fast Inc., 18143 Napa, Dept. MC, Northridge, CA 91325,** or check your local dealer. *M*

I love tobacco. I don't smoke.

Walt Garrison, football and rodeo star.



You don't have to smoke to enjoy tobacco. All you need is a pinch of "smokeless" tobacco between your cheek and gum. You'll get full, rich tobacco pleasure.

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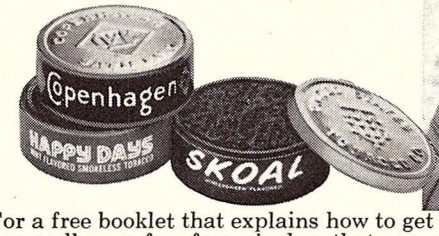

For a free booklet that explains how to get the full enjoyment of "smokeless tobacco" —as well as a few free pinches that you can try for yourself—write to "Smokeless Tobacco," United States Tobacco Company, Dept. MO067, Greenwich, Conn. 06830.

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HONDA CB750F2

A DELIGHTFUL PARADOX: FAST AND FRUGAL

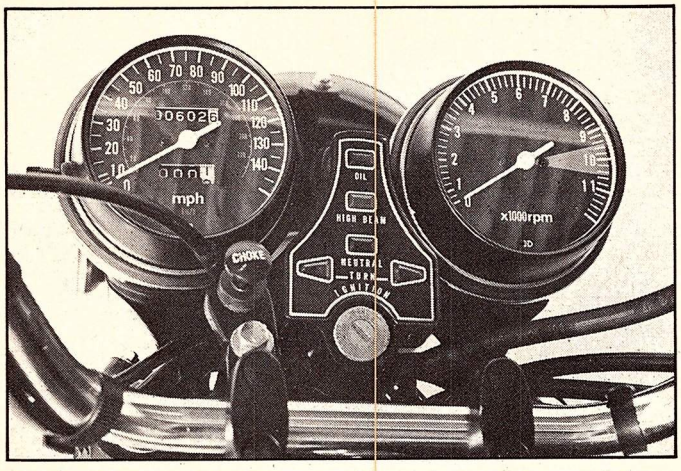
Street Test

Honda Motor Co., Ltd., master of innovation and sophistication, learned how on the road racing circuits of Europe. Even though their early racing machinery was not noted for its handling qualities and ease of riding, the technically advanced engines produced so much power that the marque garnered world championships in several displacement classes. Their standard production machines were all in the lightweight and middleweight categories until the introduction of the CB750 four in 1969 which had the cylinders disposed transversely across the frame. The call for a large displacement road burner was answered in a pleasing and innovative manner.

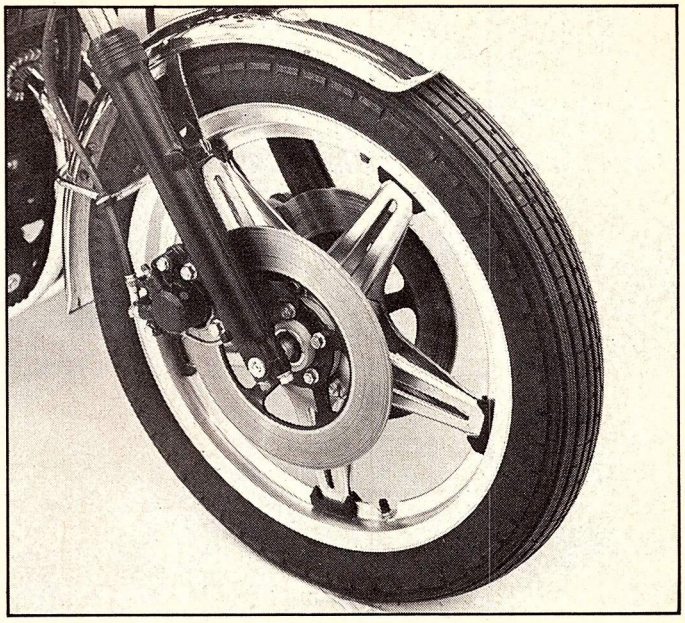
As the years passed the CB750 became more refined, gained weight and began losing horsepower (and performance) because of the restrictions on noise emissions placed on it by governments around the world. One of the most dazzling Superbikes of the 1960s had its intake and exhaust systems more heavily baffled and the throaty rap of the first models became a weak sounding, subdued purr. The touring owners of CB750s didn't mind too much, but the more sporting riders were really piqued.

In the attempt to add a more sporting flavor to the CB750, Honda introduced the CB750F a couple of years ago which sported a four-into-one exhaust system and slightly different styling to supplement the popular CB750K with four separate exhaust pipes and mufflers. But for reasons unknown to us, Honda decided to drop the CB750K from the model line, leaving only the sportier F model for 750cc enthusiasts. Perhaps they thought that sales of the posh, smooth and heavy GL1000 would benefit, but Honda dealers received such a cry of outrage from their customers that Honda Motor Co. was forced to continue production of the four-piper that was tested in the April, 1976 issue of Motorcyclist.

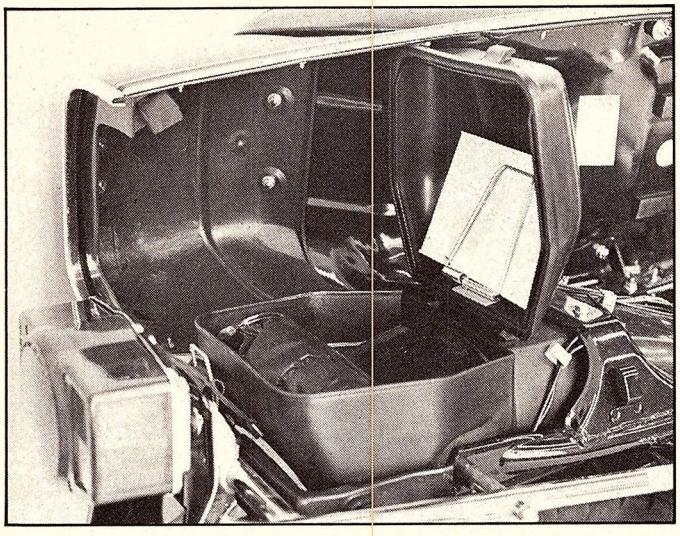
Four-cylinder motorcycles are commonplace these days, but Honda didn't start the trend. Several manufacturers began producing fours in the early part of this century, both in the U.S. and in Europe. With the exception of the Matchless Silver Hawk and Silver Arrow, the Brough Superior and the Ariel Square Four, all were inline engines with the cylinders displaced fore and aft in the frame,



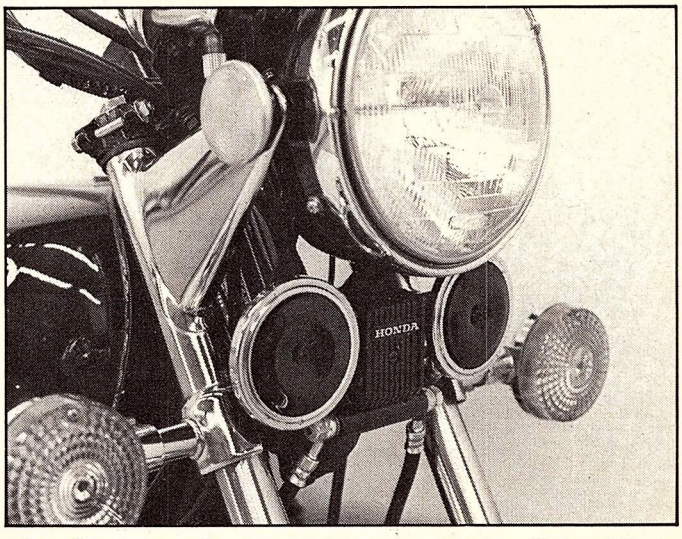
Nicely integrated instrument cluster has necessary items close at hand. The ignition switch allows the forks to be locked in either full left or full right position; the choke knob's location is an improvement. We still wonder why manufacturers insist on using a 140-mph speedometer on a machine that will barely run 120 mph under ideal conditions. Note the speedometer's inner dial is marked in kilometers per hour.



ComStar wheels feature DID extruded aluminum rim, steel spokes and aluminum hub. Spokes are bolted to hub, riveted to rim.



Document compartment under rear of seat is handy for extra parts, gloves, etc. Tool kit shown in box occupies another compartment near the battery.



Loud two-tone horns nestle under the headlight. Plastic box between them covers electrical connections.

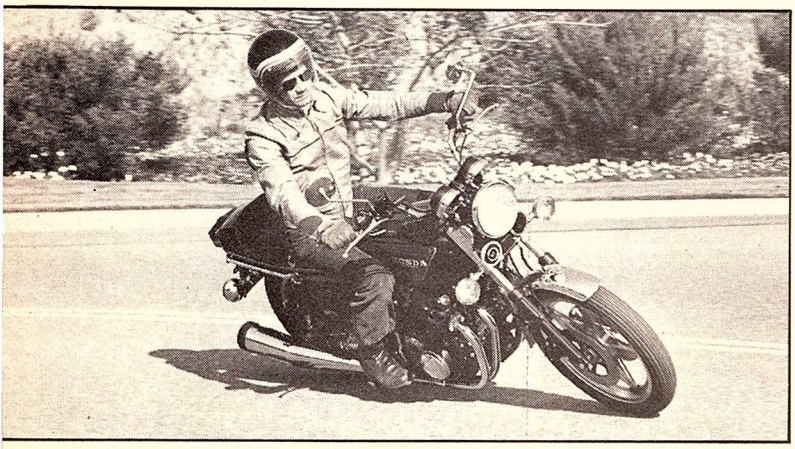
making the motorcycles very long. Honda was the first to mount their cylinders transversely in the frame and they were able to make the package narrow enough so that the engine didn't have to be placed high in the frame to prevent dragging the crankcase ends when cornering. A superb piece of engineering that is still a viable quantity.

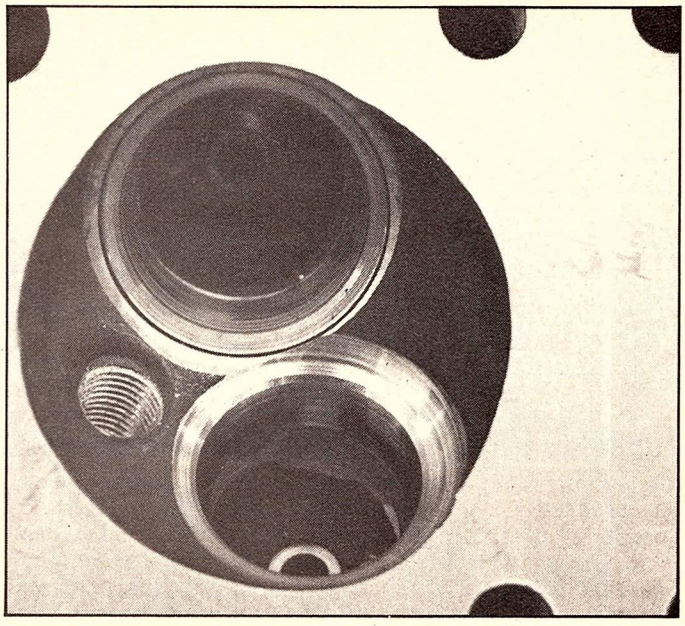
Most motorcyclists are already familiar with the CB750's engine construction. A one-piece forged crankshaft rides on five automotive-type plain main bearings and the ends of the crank have special functions: The three-phase alternator is mounted on the left end and the dual contact breakers are mounted on the right. The connecting rods also employ insert-type bearings at the big ends and a high-capacity gear-type oil pump supplies the voluminous quantity of oil at high pressure that such an engine design requires. As long as enough clean oil is kept in the tank, CB750s have been known to go 100,000 miles on the original lower end.

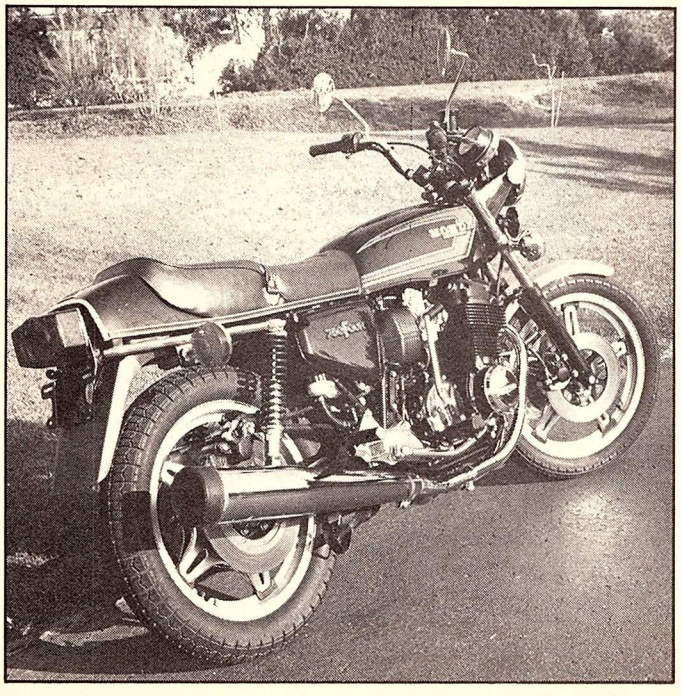
The bore and stroke remain the same: 61 x 63 mm, a slightly "undersquare" arrangement that aids in the development of high engine rpm and good torque. An endless chain runs from the crankshaft center up through the cavity between the center two cylinders to drive a single overhead camshaft whose lobes press on finger type rocker arms to open the valves. So far, everything is the same as in previous CB750 models, and the outward appearance is changed only by the matt black finish. But much is different inside.

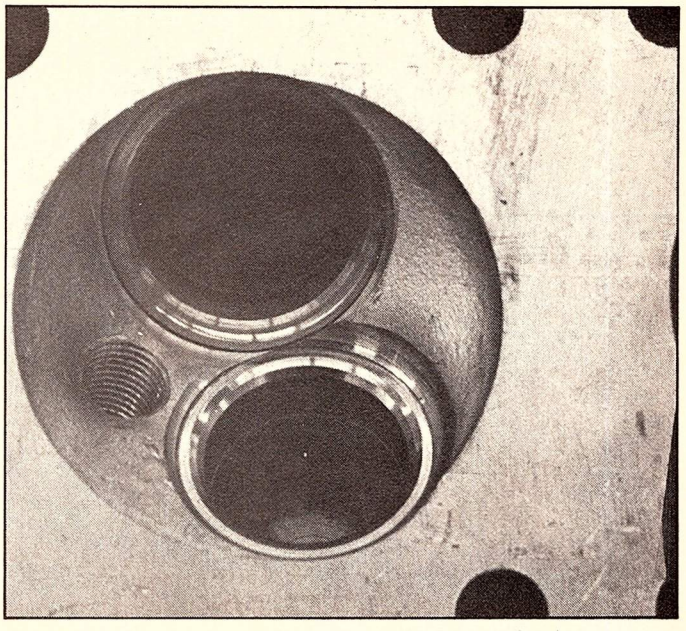
In an effort to make the 1977 Super Sport live up to its name, Honda revamped the cylinder head and changed the shape of the combustion chambers, primarily to improve the air flow so that bigger valves would be really beneficial. Inlet valve size has been increased from 32 to 34 mm and the exhaust valves have grown from 28 to 31 mm. The shape of the piston crowns was changed slightly to be compatible with the altered combustion chamber shape, and the compression ratio has dropped from 9.2 to 9.0:1. Even though carburetor bore size is the same (28 mm), the inlet port shape and size has been changed for better breathing characteristics. The carburetor system is the same as the Honda CB750A (automatic) in that one of the carburetors has an injector pump that squirts more gasoline into all the carburetors through a system of hoses when the throttle is yanked

HONDA CB750F2









CB750F2 combustion chamber (top) has been altered in shape, features larger valves than CB750F & K models.

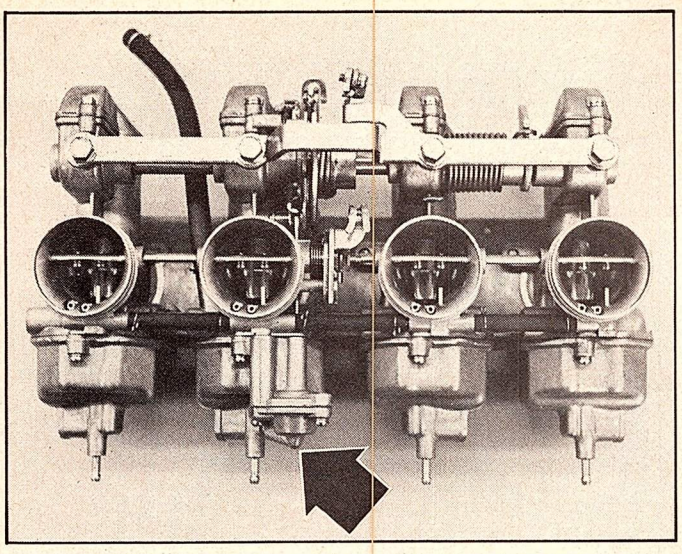
wide open to avoid the hesitation that is common on machines with piston/slide carburetors. In almost any situation requiring instantaneous acceleration, the system works exactly as advertised.

In addition to improvements in the breathing areas of the cylinder head, a newly designed camshaft has been fitted which has slightly "hotter" valve timing. Valve lift has been increased from 8.0 to 8.5 mm on the inlets and the exhaust valves' lift is also greater; from 7.5 to 8.0 mm. To cope with the increased loads imposed by the higher lift and larger valves, the valve spring wire diameter is greater as is the valve spring pressure, up from 154 to 202 pounds. Engine rpm redline is now 9500 rpm as opposed to the 8500 rpm of previous editions of this engine.

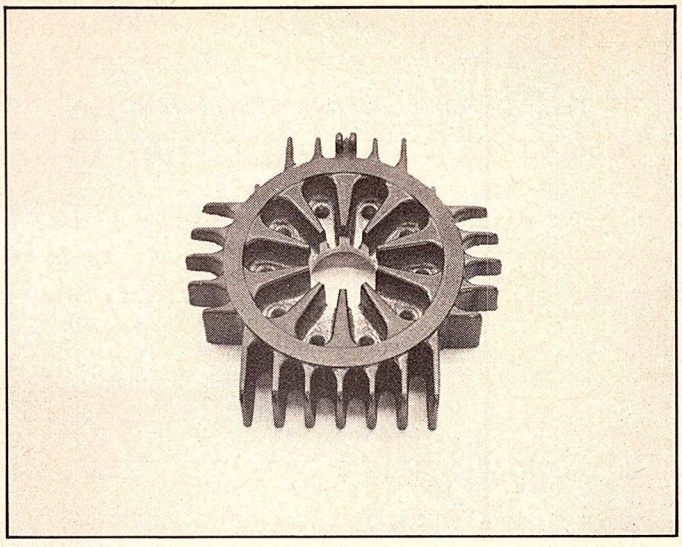
Other small changes inside are also to be noted and include improved insert bearing material, different cylinder block with thicker cylinder liners and O-ring placement to reduce the possibility of oil leakage. The cam chain tensioner now has an aluminum base coating, and so forth. About the only change you can see from the outside, except the matt black finish, is larger fins on the crankcase for better heat dissipation.

Crankcase vapors are routed through an air/oil separator and directed back into the new, larger air-cleaner housing to be burned to reduce air pollution. The carburetion is set quite lean on the F2 and butterfly-type choke plates are set in front of the pear-shaped carburetor throats instead of the enrichening circuit formerly employed. In spite of the fact that many modern motorcycles have had an increase in fuel consumption accompanying the leaning of the fuel/air ratio, the F2 is more frugal than ever. Riding moderately hard, both solo and two-up, the fuel mileage ranged from 48 to 54 mpg and at a steady 55 mph (which few people ride at anyway) the F2 delivered an astounding 60.5 mpg taking into account the .3% optimistic odometer. The bike runs well on low-lead (regular) gasoline, but pings slightly at low rpm under acceleration when the engine is hot. A switch to premium fuel cured this but didn't make a significant difference in fuel economy.

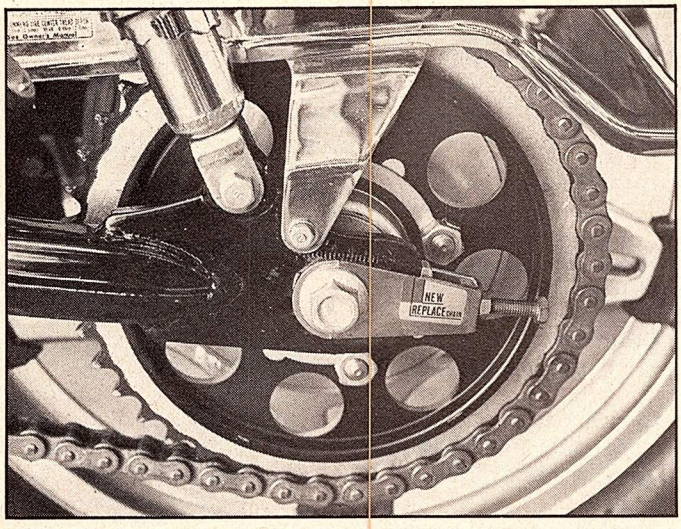
Honda's venerable CB750K7 has been engineered to appeal even more to the touring rider this year, keeping its four separate exhaust pipes and mufflers, ordinary spoke wheels and single disc brake on the front wheel and a drum brake on the



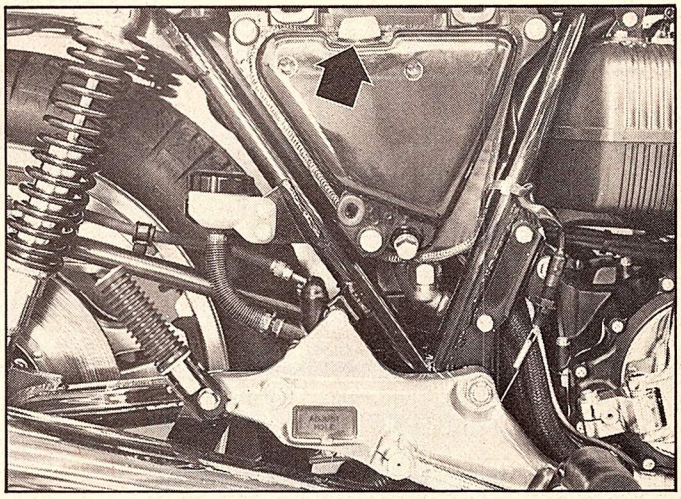
Bulge on bottom of second from left carburetor is the accelerator pump, feeds extra fuel to all carburetors through rubber tubing when throttle is yanked open. Note butterfly-type chokes and pear-shaped venturis.



Finned aluminum piece fits between crankcase and oil filter cover to aid oil temperature reduction.



Huge ¾ x ⅜-inch (#630) rear chain features rubber O-rings between link plates to keep factory-installed lubricant inside. Plaque on chain adjuster shows when it's time to replace the chain.



Honda CB750 is one of the few motorcycles with dry-sump lubrication systems still being manufactured. Using this system, crankcase can be made smaller. Checking the oil level involves snapping off plastic cover and unscrewing dipstick (arrow). Note cast aluminum footpeg support that also provides mounting for rear brake master cylinder.

rear. It now sports the 4.50 x 17 rear tire of the GL 1000 to cope with the extra loads of a touring equipped machine, and it has inherited the engine from last year's CB750F. And it is still very popular.

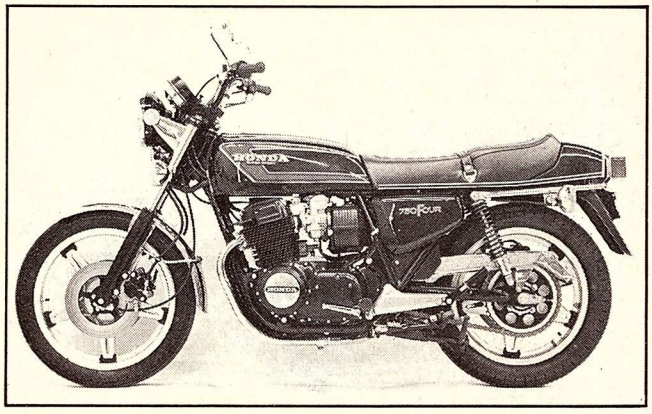
A close look at the CB750F2 will dazzle you with the features, attention to detail and superb execution of the design/assembly. The most obvious changes are the wheels, called ComStars. They feature extruded aluminum DID rims, two separate steel spokes attached at five places around the rim and an aluminum hub at the center. The spokes are bolted to the center hub and riveted to the rim and allow a slight amount of radial flex, such as you get when hitting a bump hard, but virtually no axial flex which is experienced when cornering. When questioned about making the ComStar wheels available as accessories for other Honda models, the engineers replied that each wheel (the spokes in particular) is engineered for a particular machine's weight and handling characteristics, so there won't be any available for, say, the GL 1000 very soon. The one small complaint we had about the wheels is the difficulty getting them clean between the spokes without a pressure washer.

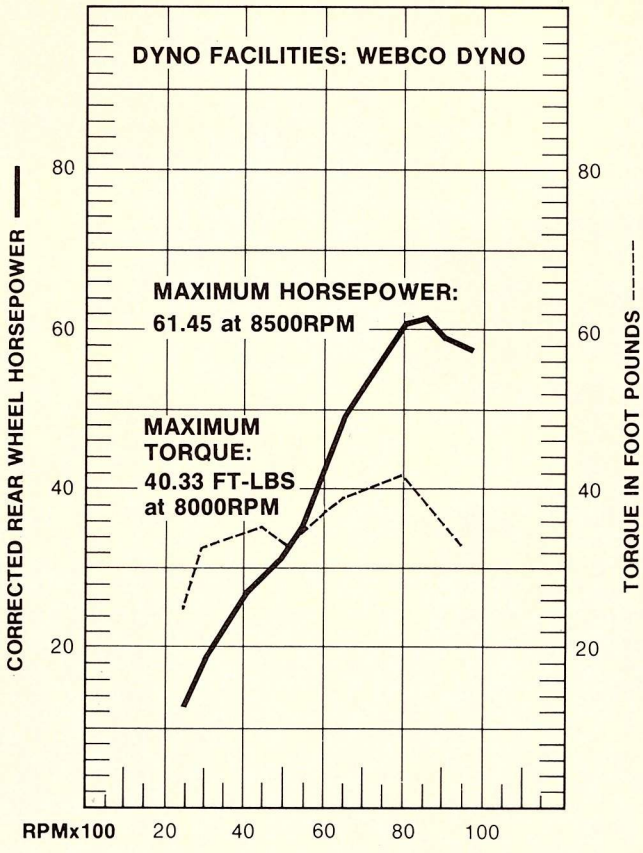
Also new is the exhaust system which features a flat collector box for increased ground clearance and a newly designed muffler that is actually *louder* than last year's. Still well within legal limits, the new muffler emits a lower-pitched throaty sound that makes the rider think he's riding a sporting motorcycle instead of a well-oiled sewing machine. The graceful megaphone shape is nice too.

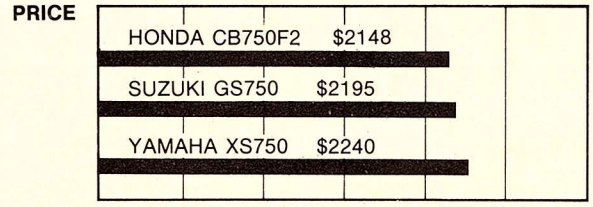
CLUTCH AND GEARBOX

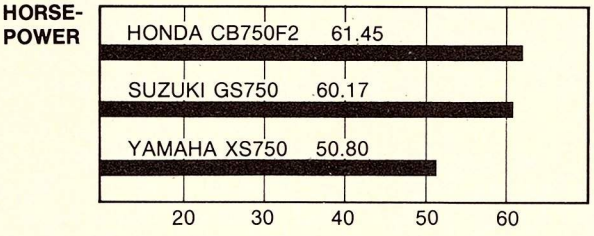
Although the CB750 gearbox has remained basically unchanged during the eight years of its life, and you still get an audible clunk when selecting low gear and when changing gears, the shifting action is delightfully effortless, requiring practically no pressure on the gear pedal to go from one gear to the next. Earlier problems with noisy and grabby clutch engagement when the engine was cold are gone, thanks to the insertion of a "double" steel plate borrowed from the GL1000 which nestles between two of the friction plates. The double plate is separated by a spring that acts as a shock absorber and provides more gradual engagement of the clutch without the noise that the plates made when the oil had drained off them after the machine sat for a time. The clutch

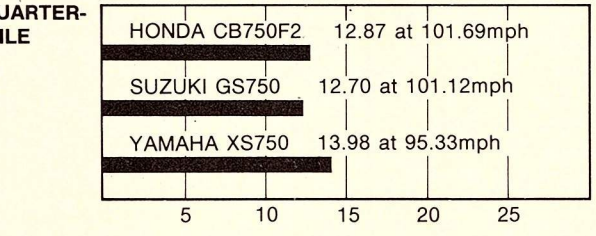
HONDA CB750F2

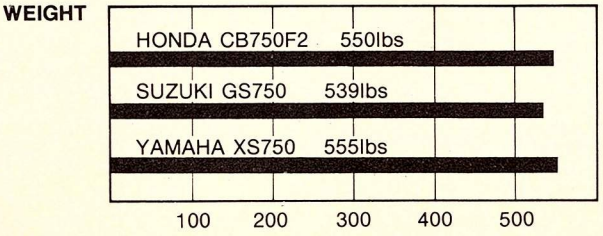












TEST BIKE: HONDA CB 750F2
Price, sugg. retail.....$2148

ENGINE
Type.....SOHC inline four
Bore/stroke.....61 x 63 mm (2.402 x 2.480 in.)
Piston displacement.....736 cc (44.91 cu. in.)
Compression ratio.....9.0 : 1
Carburetion.....(4) Keihin 28 mm
Air filtration.....Dry paper
Ignition.....Coil and battery
BHP @ rpm.....61.45 @ 8500
Torque @ rpm.....40.33 ft. lbs. @ 8000
Lubrication.....Dry sump, gear-type pump
Electrical power.....210-watt alternator
Battery.....12V, 14AH

DRIVETRAIN
Primary transmission....Two single-row chains, 1.986 : 1 ratio
Clutch.....Multi-plate, wet
Secondary transmission...¾ x ⅜ in. chain, 3.07 : 1 ratio
Gear ratios, overall :1.....1st 15.25; 2nd 10.42; 3rd 8.13; 4th 6.91; 5th 5.91

CHASSIS & SUSPENSION
Suspension, front.....Telescopic fork
Suspension, rear.....Swing arm
Tire, front.....3.25 H 19
Tire, rear.....4.00 H 18
Brake, front....Twin disc, 10.86 x 1.61 in. (276 x 41 mm)
Brake, rear.....Disc, 11.65 x 1.61 in. (296 x 41 mm)
Brake swept area.....238 sq. in. (604 sq. cm.)
Rake/trail..... 27.5 /4.5 in. (113.5 mm)
Wheelbase.....58.8 in. (1494 mm)
Seat height.....32.5 in. (826 mm)
Handlebar width.....31.75 in. (806 mm)
Ground clearance.....5.5 in. (140 mm)
Instruments.....Speedometer, trip reset; tachometer; oil press., high beam, neutral, turn signal lights
Stands.....Side and center.
Tire retention device(s).....None

WEIGHTS & CAPACITIES
Fuel capacity.....4.8 gal. (18 lit.)
Oil capacity.....3.7 qt. (3.5 lit.)
Weight, wet, unladen.....550 lbs. (250 kgs.)

PERFORMANCE
Standing start quarter-mile.....12.87 sec./101.69 mph
Average fuel consumption.....48 - 54 mpg (60.5 @ 55 mph)

plates now separate .5 mm farther apart and the clutch spring pressure has been increased to cope with the engine's increased power, but the clutch lever is still light in action.

DRIVETRAIN

The overall gearing on the F2 is somewhat lower than previously to take advantage of the increased power that is developed at higher rpm. In an effort to extend rear chain life a Daido DID630DL (¾ x ⅜ inches) endless chain, with O-rings between the side plates to keep the factory installed lubricant in, is fitted. The larger dimensions of this chain made it necessary to reduce the number of teeth on the transmission output sprocket from 17 to 14 teeth to clear the cases and the rear sprocket was reduced from 48 to 43 teeth. Even though you'd expect a higher wear rate because of the smaller output sprocket, the chain is more than strong enough to compensate. This chain still needs lubrication for optimum life for the side plates and the sprocket teeth and Honda recommends that you use gear oil (SAE 80 or 90) or ordinary engine oil in a pinch. The reason? They feel that certain aerosol chain lubricant sprays contain solvents that hasten the deterioration of the rubber O-rings.

Although this is probably not a fair comparison, one of the employees at Honda's Product Testing Department has a Honda CB750A (automatic) fitted with the Daido DID630DL chain that has logged over 30,000 miles. The automatic is easier on the chain than a standard shift CB750, but the high mileage figure is encouraging, especially when you consider that the chain has a suggested retail price of $47 and the Honda flat-rate service manual calls for nearly an hour's replacement time (which includes removing and replacing the swing arm) that can range up to $18 or so. One of our staff members was upset that there is no repair kit or even a separate master link available to get you home in a pinch. He argued that even though you'd need a special tool to remove and repair a broken link out on the road, at least you wouldn't have to call a tow truck or walk home.

That argument has some validity, but what are you going to do in the unlikely event that the driveshaft malfunctions on your Honda Gold Wing, BMW or Moto Guzzi? At least the F2 has a plaque near the rear axle that has a pointer that moves into a red zone when chain replacement time comes. With proper adjustment and lubrication the huge chain should last a long time.

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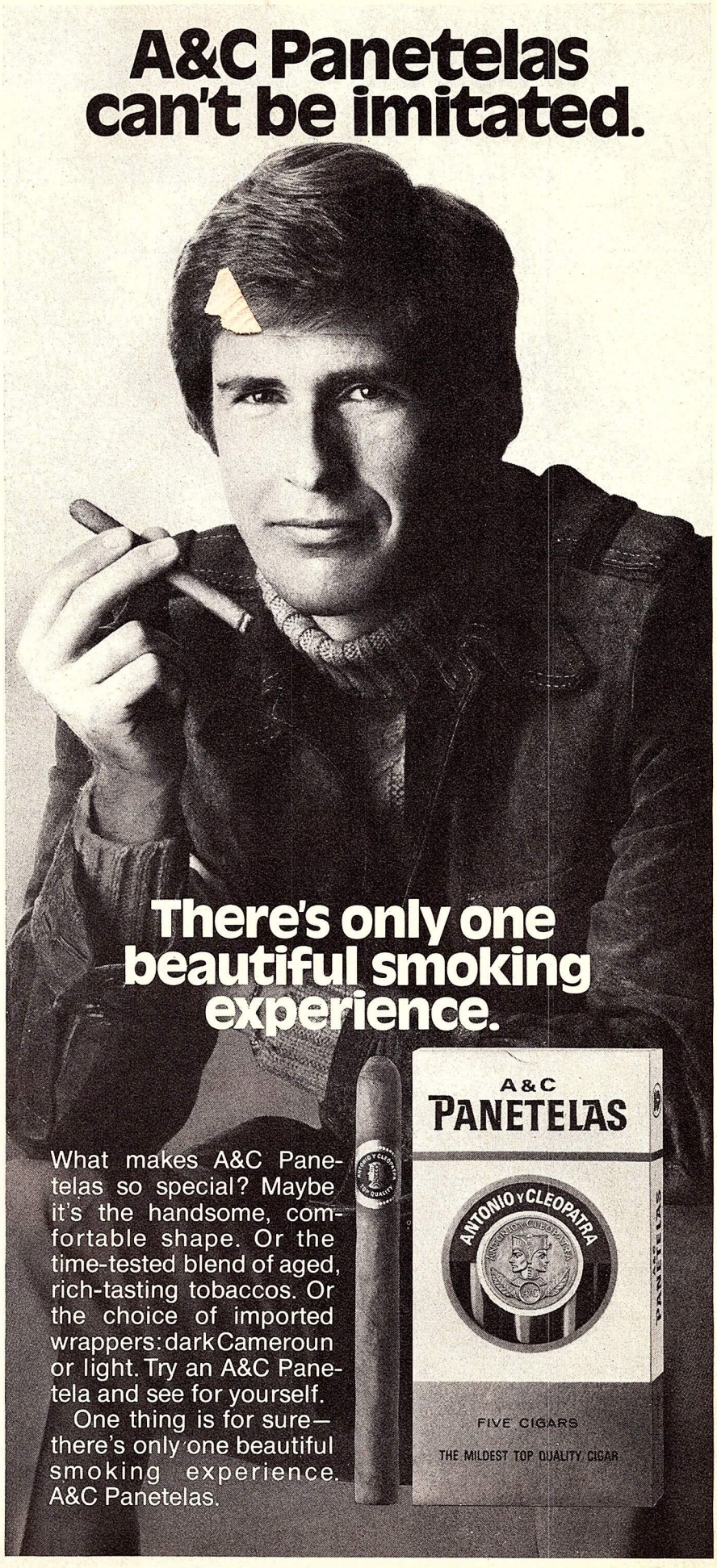
A&C Panetelas can't be imitated.
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One thing is for sure—there's only one beautiful smoking experience. A&C Panetelas.
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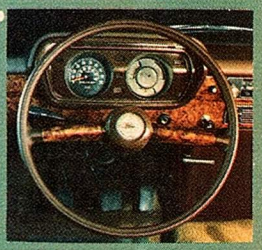
FIVE CIGARS
THE MILDEST TOP QUALITY CIGAR

'77 FORD COURIER A tough new way to go truckin'...

Unbeatable gas mileage.



41/28 MPG
Based on EPA estimates, no other pickup in America gets better gas mileage ratings than Courier. With the 1.8 litre engine and optional 5-spd. trans., the EPA estimates 41 mpg hwy., 28 city. (Slightly lower in Calif.) Your mileage may vary due to how and where you drive, truck's condition, and optional equipment.

The all-new Courier is coming on strong. For '77, Courier gives you unbeatable gas mileage! The biggest engine in its class! More new options and new interiors! Plus the popular Soft Ride Package and 5-speed transmission options. And that's not all.

For '77, Ford offers an industry exclusive: The Free Wheeling Courier option. A tough machine that gives you the works: from Accent Tape Stripes, GT Bar, Push Bar, Fog Lamps to Wide-Oval Tires and Cast Styled Aluminum Wheels.

Free Wheeling Courier

More new options.

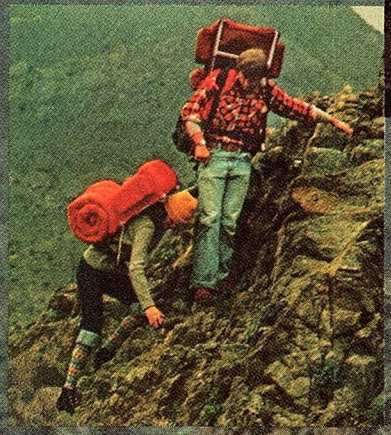
Courier now offers a new 7-foot bed, sliding cab back window, radial tires, and more.

Biggest engine in its class.

Courier's optional 2.3 litre engine is the largest engine available in any compact pickup.

All new interiors.

Courier's new XLT option offers a stylish exterior plus a new level of interior comfort in a compact truck.



FORD

FORD DIVISION

32
YAMAHA
32
YAMAHA

For one wild and glorious week of each year a sleepy Florida vacation town is abruptly awakened to the alarm of motorcycle engines . . . thousands upon thousands of them. Those 51 weeks of rest have been well-earned because there won't be a second's sleep in store for the next seven days. It's Speedweek in Daytona Beach. What began 42 years ago as an endurance race for production-based 750cc motors on the white sand has since exploded into a piston-pumping potpourri of racing that totally transforms this Eastern seaboard town each March. So much so that Sunday's 200-mile championship road race finale is now almost anti-climactic, playing to but a fraction of the well over one hundred thousand who come from all over the world to crack the quiet of the beach, parade Main Street and party all night.

Without counterpart, now or in the foreseeable future, Daytona's success is built on the rarest of circumstance. Remoteness that precludes distractions of the big city. A pre-summer thaw that warms the bones of Northern tribes. A track so steeply banked that it is difficult to climb on foot. An enduro course that sends the unwary into the tangles of a Tarzan set. An infield motocross course designed by a sadist. And you find the real action: on the beach, in town, at the pier.

For a week Daytona Beach is magnetized. Airplanes, buses, automobiles, and mostly motorcycles; no metal conveyance can avoid its draw. Count the license plates, you'll see all 50. Or catch the anachronism that is the airport, where 747s set down on a South Seas scene straight from the 1940s. This year those planes disgorged passengers from Europe to Australia to Japan, more than 4800 of them in all. Most were tourists who bought the whole package --air fare, Holiday Inn, coffee, orange juice and danish. The rest were here to test the mettle of the Americans. Foreign riders represented the Netherlands, England, France, West Germany, Canada, Italy, Australia, Belgium, Venezuela, Switzerland, Japan, Spain, Finland, Northern Ireland and Czechoslovakia. And America's best motorcyclists were there to meet them.

Everyone goes to Daytona. And so did we. Our entire editorial staff was eager to jump into the melee. Two of our number would jump from jumbo jet to waiting motorcycles to wrestle the Alligator Enduro for a second and third in class (and one would stick around at the end of the week to help Kawasaki set a world record). Two more would split for the Speedway to record practice and qualifications. Still another pair would head for Main Street to pick up on the custom and chopper invasion, and then zero in on the Jai Alai Fronton, the huge theater and showroom that served as the setting for Motorcyclist's All-Star Awards Program and road test motorcycle display. A million directions to head in, but we'd all converge again at the track to take in the real racing: Novice, Superbike Production, Lightweight and Expert 750 road races, and the stand-filling Saturday Supercross.

Got it covered? With enough people, hopefully. For those are only the highlights of the ever-growing, never-ending Daytona spectacular. Each night beer bashes and banquets vie with mind-boggling short track racing at Memorial Stadium, speedway races at Volusia County Speedway, the nightly Webco radio broadcast from the Hawaiian Inn, Harley-Davidson's "On Track" profile of American motorcycle racing at the Hilton, the Motorcycle Dealer News Expo at the Plaza, Cycle '77's international film festival and display of rare and race machines, the best people watching anywhere, and other end-to-end attractions from Speedway to water's edge.

Perhaps, after all, this is the best of Daytona, the frustration of knowing that no matter how fast you run or how long you stay, you'll never be able to see it all in one trip. It's all over now and Daytona's gone back to bed. We haven't, however; we've been up putting the whole picture together in the following pages . . . for those who weren't there and missed it all, and for those who were there and had to have missed something. With that introduction the stage is set. May we live it all one more time just for you?

DAYTONA '77

PHOTOGRAPHY:
RAY LUSTIG
DICK LAGUE
VIRGINIA DEMOSS
DAVE EKINS
BOB GREENE
RICH COX
JODY NICHOLAS
BRAD ZIMMERMAN

DAYTONA '77 MOTORCYCLIST MEDALING:

The 1977 All-Star Awards

By Virginia DeMoss

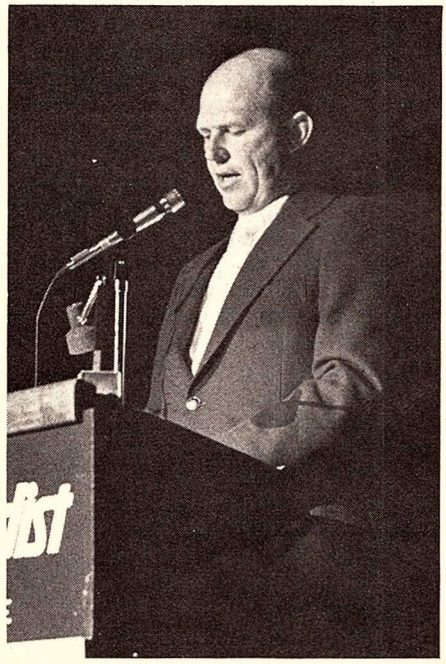
Three-thousand people fill a huge auditorium, a section of which has been reserved for some of the country's top racers and their families. The boxes overlooking the stage and the rest of the scene are packed with much of the power behind the motorcycle industry. There's no doubt of the importance of what is about to take place. It's March. It's Speedweek in Daytona Beach. It's time to end the suspense and announce the 1977 Motorcyclist Magazine All-Stars.

To those familiar with the Awards, they had a whole new look this year. For one thing, they were open for the first time to the public, the very people who did the voting and decided who this year's recipients should be. For another, the program was highlighted by an audiovisual presentation produced by Peter Silver of

continued on page 31

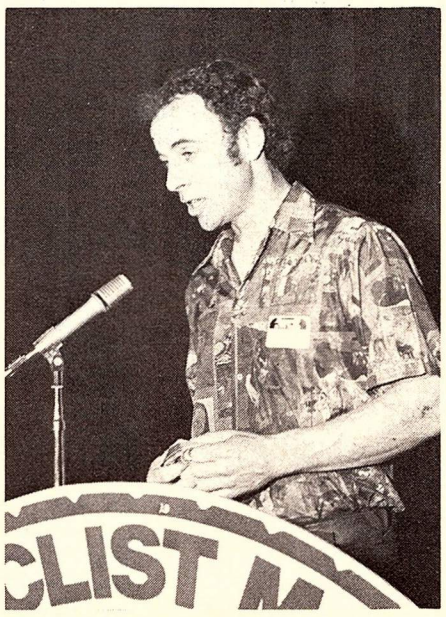
Presenting the medal to All-Star enduro rider Dick "King Richard" Burleson was Bill Burbank of Ancra.

Gary Bryson of The Goodyear Tire & Rubber Company hands Kenny Roberts road racer honors.



All-Star host Tom Heininger provided expert commentary, based on a lifetime of interest in the sport.

A very surprised and pleased Pierre Karsmakers accepted his award in the 500 motocross category from Dick Kryder of Scott USA.



Winning gold medals is nothing new to Malcolm Smith. He was presented an All-Star Award in the ISDT category by Full Bore Accessories.

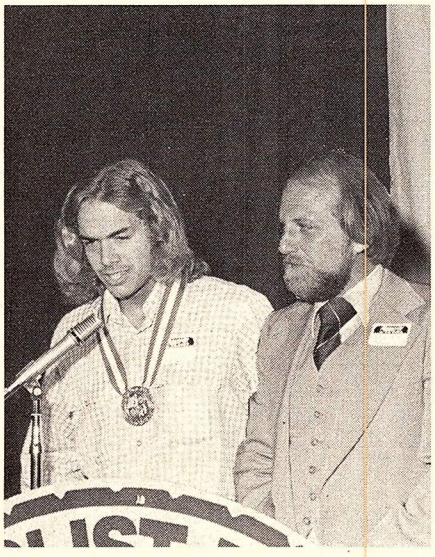
On stage again was former National Number One, Kenny Roberts, this time to be named dirt tracker All-Star by Bell Helmets' Don L'Heureux.

DAYTONA '77

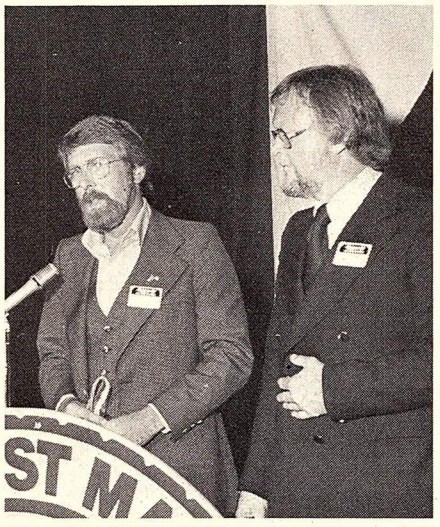
CBS Sports Spectacular fame. The show featured exciting race footage on a massive screen of each category of competition and close-up and action shots of each of the semi-finalists. We were also honored by some special guests from Hollywood.

But there were some familiar sights, as well, including many repeat All-Star sponsors giving away the prizes and a couple of winners who have been hung with one of our medals before. And, of course, we observed the most important tradition of all, Tom Heininger, president and founder of Heininger and Company, as our glib and genial emcee.

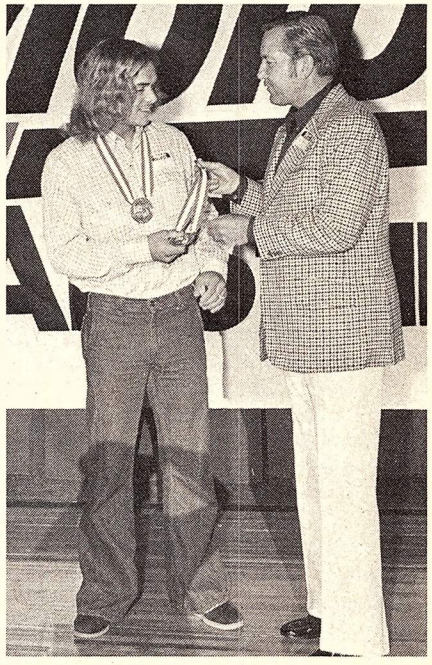
The house lights dim, the auditorium falls silent, and the spotlight halos the podium. "Ladies and gentlemen, racers, mechanics and readers . . . the 1977 MOTORCYCLIST All-Star Awards . . ." M



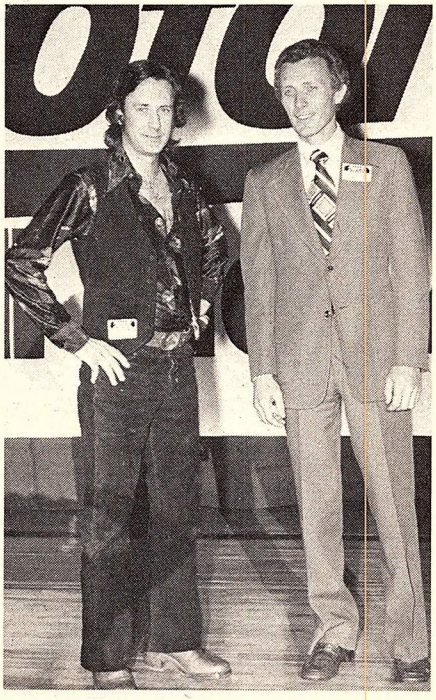
Marty Smith says a few words of thanks for the 125 motocross award as sponsor Kurt Kiefer of Bel-Ray Lubricants looks on.



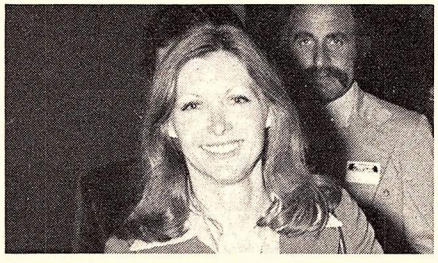
Graham Kirk of Kawasaki accepted the 250 motocross medal for an injury-plagued Jim Weinert. Don McGee of National Hydron (right) was the presenting sponsor.



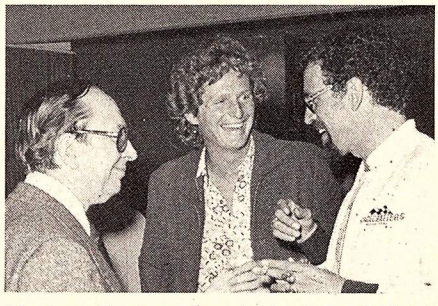
Motocrosser Marty Smith also encored for top honor of the evening . . . Motorcyclist Man of the Year. Standing in for Bates Industries to present the medal was Robert E. Petersen, founder and chairman of the board of Petersen Publishing Co.



Gary Throneberry (right) of the Motorcycle Trades Association represented Hallcraft Accessories to name T.C. Christenson All-Star drag racer.



On hand for the festivities was Susan Howard, one of the stars of the feature film on motocross, Sidewinder One.



Marjoe Gortner (center) star of Sidewinder One, at the Camel cocktail party with the film's promoter Wally Beene (left) and Loyal Truesdale, "the voice of Daytona."

Motorcyclist publisher Dick Lague (left) stood in for an absent Terry Kinzer to accept hillclimber honors from Jim Oakes of Circle Industries.

DAYTONA '77

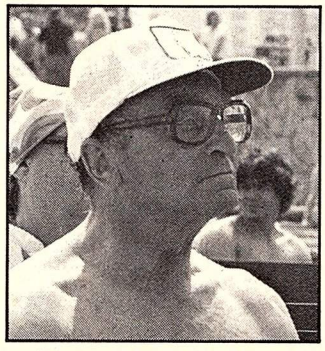
The Beach, Beer, Boogie And Blue Hair

By Virginia DeMoss

The World's Most Famous Beach," say the scenic markers, and to see it during Speedweek is to know it's true. Dazzling white sand so hard-packed where the cars drive that it hurts your ankles to run on it. And to one accustomed to the littered beaches of Southern California, it's amazingly clean for all its traffic. At night by the pier it becomes a parking lot where some lose their cars to an unexpected change in tide. Day or night its 23 miles are a steady line of cars, vans and motorcycles of every description, cruising its length, up and back, going no place in particular. Just see and be seen. A captive audience, a great place to advertise. The planes dragging banners practically stack up over the place, selling "Boogie and Beer at the Pier" and a place to push your blood for eight bucks a pint.

In its own right Daytona Beach is a nondescript retirement town, haven for shuffleboard, front porch rockers, whist and church-basement bingo. It's the beach and one of the world's great race tracks that make the tiny, old town swell to bursting from time to time. The invaders are of every variety.

There are the Eastern



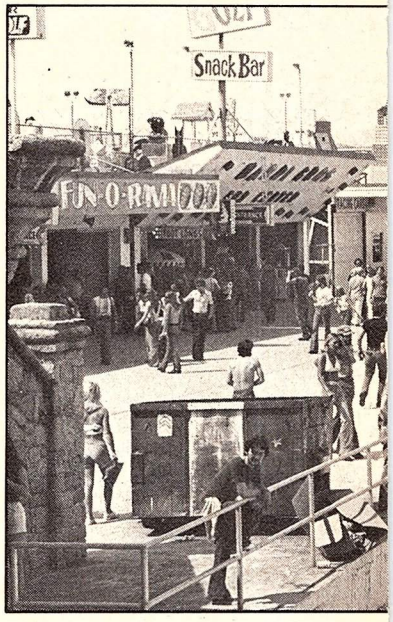
college kids, still looking Ivy League after all these years. You know them on the beach by their first-day burns and elastic trunks; they're given away in the bars by their Weejuns, Chip Carter haircuts, school shirts and the tentative way they hold a beer glass.

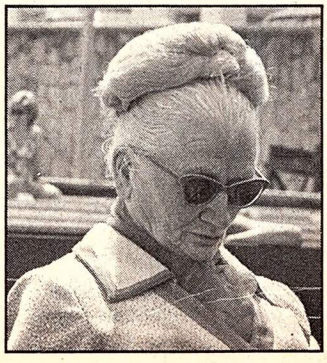
Then there're Walter and Martha from Sandusky, who drove down for father's two weeks off at the plant. They like parking on the beach and snapping each other with his and hers Instamatics in front of the Winnebago. They manage to cut the ocean right out of the picture, but friends'll know where they are by their vacation clothes. He's got on his plaid bermudas and sport shirt with all the little vent holes, and mother's wearing her polyester pant suit that's a real bright color and some open-toe shoes. Besides, they already sent postcards.

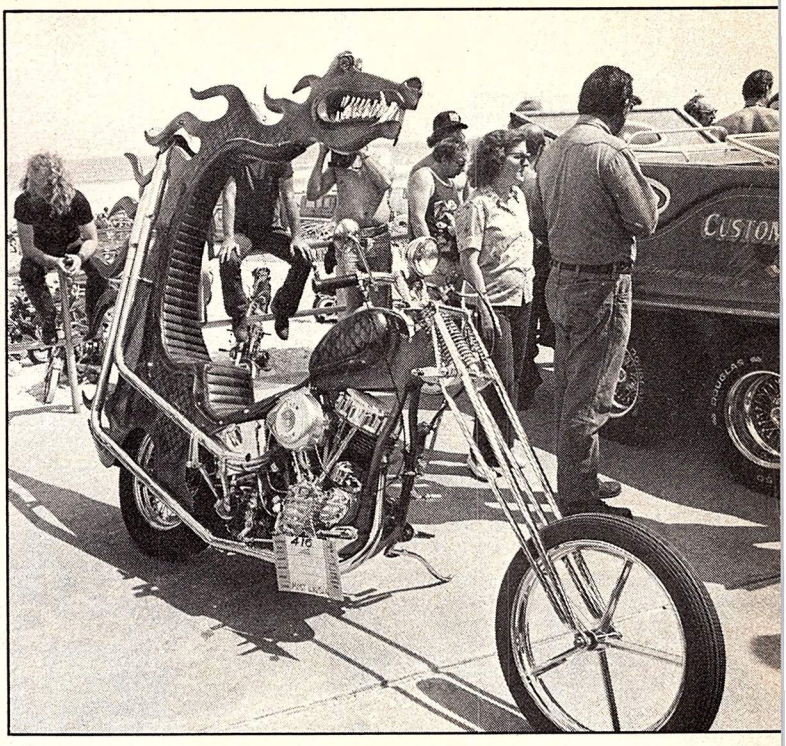
You've got your two-up tourers with a higher combined weight than that of their half-ton Harleys with all the comforts of home and extra safety features. Those metal-flake Hog Hats really set off the bike and Larry down at the pinstriping shop did a fine job lettering "Mitch" and "Ginny" on the saddlebags. You've got to wonder where they sleep because they're always parked in front of Denny's or the i hop, forking up pancakes with strawberry syrup. The natives will tell you they like motorcycle people better than the car crowd; they spend more money.

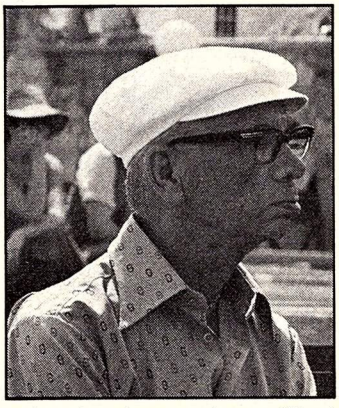
The real show, everyone says, is Main Street and the pier. That's where you find the Rat's Hole Custom and Chopper Show with $20,000 entries belonging to guys with one set of greasy clothes. There's your "bed bike" with lamps and alarm clock and all, and chrome-plated beauties that are works of art in anybody's book. The real crowd-pleaser is the Electra Glide with enough lights and colored studs for a Las Vegas marquee, and the guys with too much Bud under their #520 chain belts keep hassling the guy to throw the switch and light it up. But mostly everybody's real laid-back and mellow. And you have to marvel at all the pawing, necking and nuzzling that's going on because it looks like a long time since anybody's seen a shower.

The rest of the chopper types are down at the Hil-









ton seeing the Harley show, rubbing elbows with scotch-soaked Tony Franciosa salesmen in slinky-material shirts and gold chains. Some of them get just a little bit rowdy in the hotel coffee shop where racing widows cut up hamburgers for kids with ears just back from Walt Disney World. Look off your $50-a-day-during-the-races Hilton terrace and see more of them parked there on the beach all day, observing the no-liquor law by sucking down Blue Ribbon from brown paper bags. A real fooler. Bare, hairy bellies hang out of sleeveless jean jackets that say *Outlaws, Windjammers, Tar Heel Stompers, Thunderguards* and *Rattlesnakes,* and two old ladies get a shock when a beer-filled bladder demands relief right there on the beach.

Night's not the time for sleeping here, either. For those on expense accounts there's red snapper cooked in a paper bag at the Pump House. Maybe south of town to Gaylord's where the blue hair set meets to eat and springloaded lids keep the humidity out of the salt shakers. Best seafood in town, hush puppies and key lime chiffon pie. Industry cocktail parties with "Hello My Name Is" tags and rollaway bars. Sweet-smelling smoking parties on the beach. Air hockey in the back room at Sam's with a glitter-pastied dancer taking a smoke break. Bumper cars at the pier where making the wrong person mad can get your features rearranged. Browsing the junk stores where you can buy anything you want made out of seashells and a day-glo crucifix. Free music at the bandstand on the beach. Better music at the Beachcomber and the hand-stamp discos with watery beer and worse drinks. Fifties favorites at the big hotels where ladies with corsages bop and jitterbug with men in white shoes and belts.

It just keeps right on going until the guy who waves the checkered flag on the 200-miler pulls the plug. To both those who came to see the racing and those who never set foot on the track, it's like an unspoken warning to get out of town. You'd expect traffic to be backed up all over the South, but they disappear as mysteriously as they came. Monday morning there's hardly a clue that it ever happened. Most of the 40,000 hotel rooms in this 10,000-person town are empty again and maids Ajax bathtub after bathtub during soap opera breaks. The beach belongs once more to early morning joggers, leashed poodles with painted toes, and New York ladies bending unceremoniously to save a seashell and expose varicose veins above stocking tops. And the waves are already washing away at the last of the tire tracks. *M*

DAYTONA
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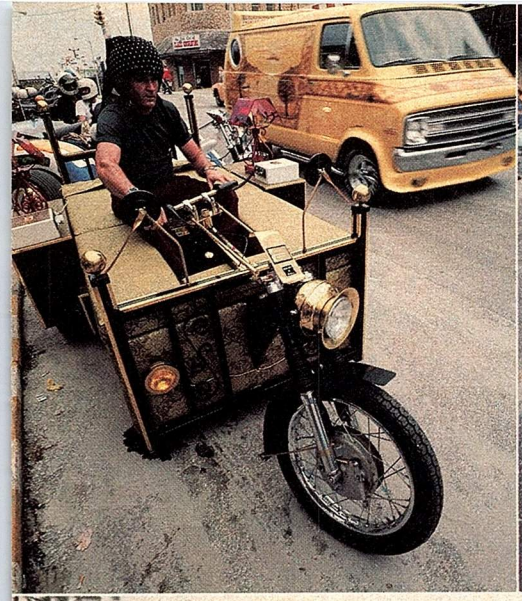

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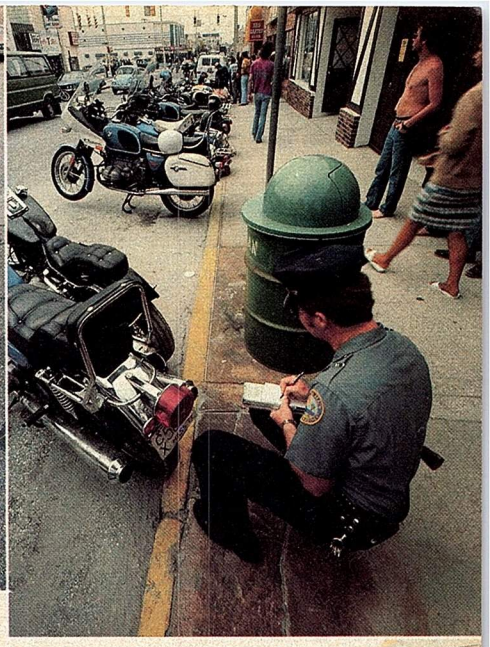

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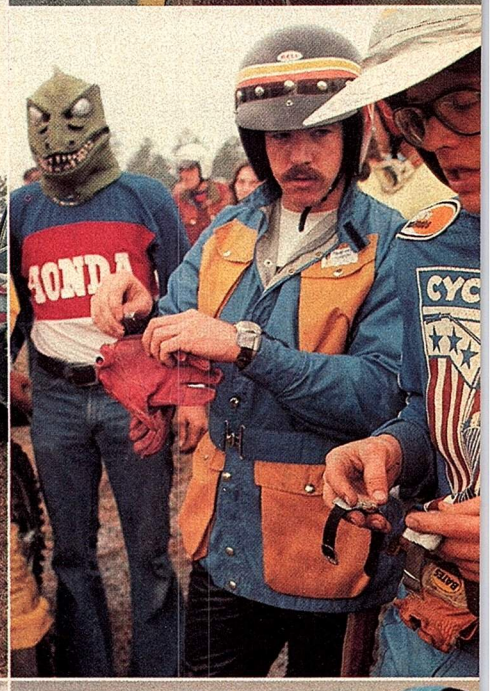
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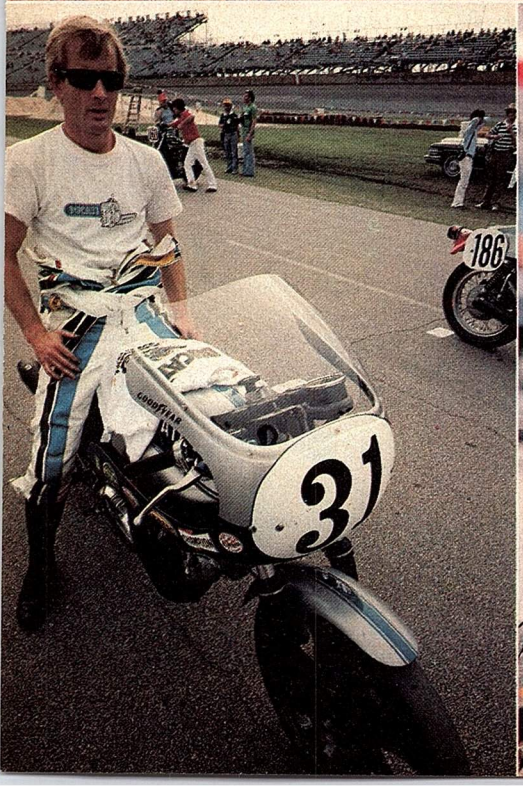
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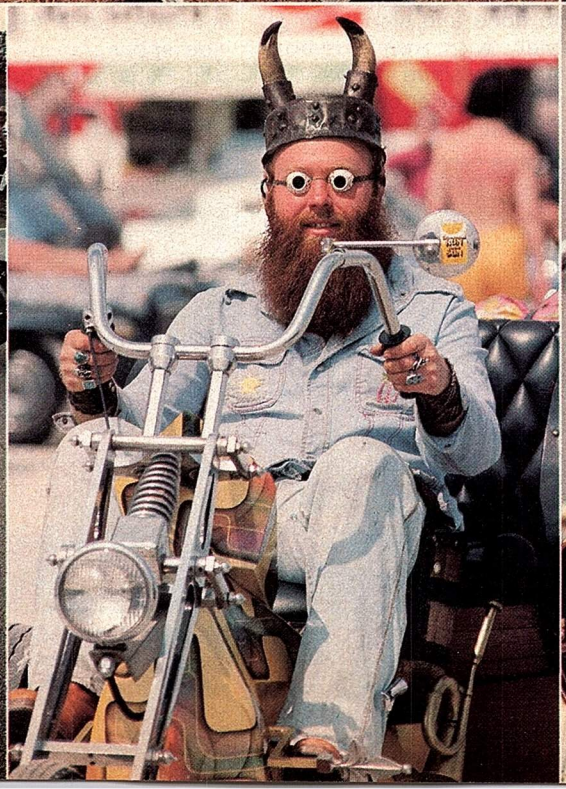


DAYTONA '77

SUPERBIKE PRODUCTION RACE

BMW "SuperBike" Throne Finally Toppled...

By Rich Cox

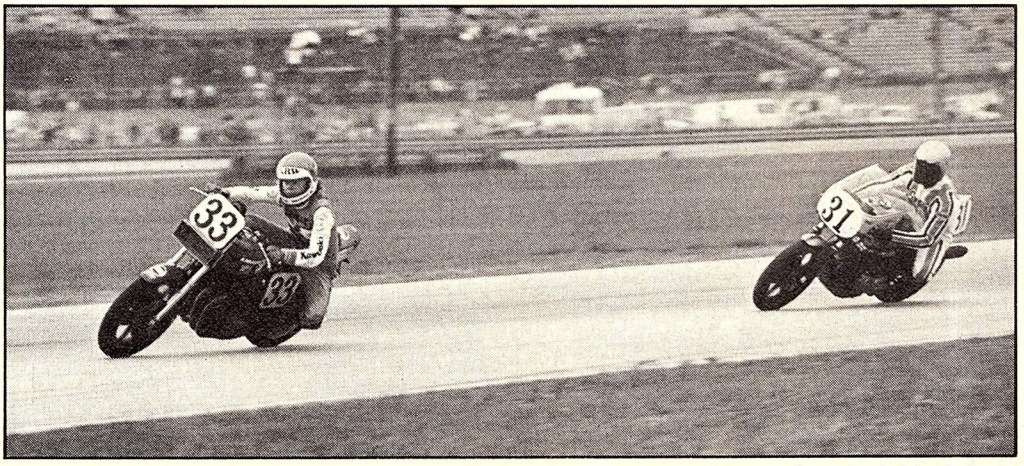
The Superbikes thunder off the line with Wes Cooley's Yoshimura Z overpowering everyone into the first corner.

Daytona's Superbike Production race is when the spectator can lean over the fence and see how his favorite bike is performing out on the track. Lots of fantasizing goes on at the spectator side of the fence during this race . . . Why, with a little money, some racing luck, and undoubtedly a little more practice on the corners and such, a set of leathers, new tires . . . The Production race hits close to home.

Last year the Butler & Smith BMW trio of Reg Pridmore, Gary Fisher, and Steve McLaughlin turned the Production race into one big ad for Bavarian Motor Works. They proved unbeatable around the banks as McLaughlin and Pridmore scored an impressive one-two photo finish victory. Reg was second at Daytona but went on to easily win both Laguna Seca and Riverside as Steve over-used his front brake and crashed heavily in both. Pridmore captured the '76 Superbike production series championship.

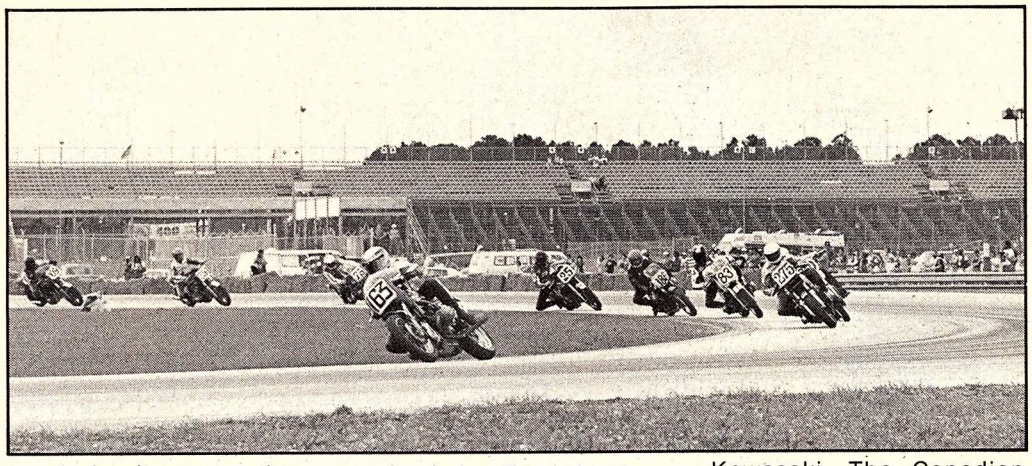
Going into this year's Daytona, we couldn't help speculate as to whether the BMW domination would continue, especially in view of reports that Butler & Smith had terminated their racing effort—well, almost anyway. Apparently they felt they didn't need a three-man team to get the job done and elected to go solely with Reg Pridmore this year since he had the most experience on BMs, the best finishes and the finesse and gentle touch required to keep the delicate BMs running. The bike McLaughlin rode last year was sold to a BMW dealer in Bakersville who contracted Ron Pierce to do the riding chores. McLaughlin drummed up another BMW ride sponsored by Bel-Ray, and Fisher, after being consistently plagued with mechanical problems last year, decided to hang up his leathers this year; the bike he rode last year scattered the engine sometime after Riverside and now resides in the parts bins.

So, this year's factory BMW team was down to a one-man, one-machine effort. Many thought Reg would be on a brand-new scooter but further investigation proved it to be last



What distance Cooley made up on the straight Neilson quickly got back in the corners. Here, Cook's about to swoop the big Z for the lead.

Through the first infield corner, Pridmore (163) tries to put distance on Hindle (275), McLaughlin (83), Baldwin (186) and Emde (25) . . . Cooley and Neilson are long gone.



year's hardware sporting a new pearlescent red paint job. Only notable alteration inside the engine was a change in cam profile; he was still using the conventional rear suspension that proved successful last year. On the plane to Daytona, we had a chance to speak with a Butler & Smith representative and he was overwhelmingly confident that Reg would smoke them again, even though we both knew the Z models were getting faster each race.

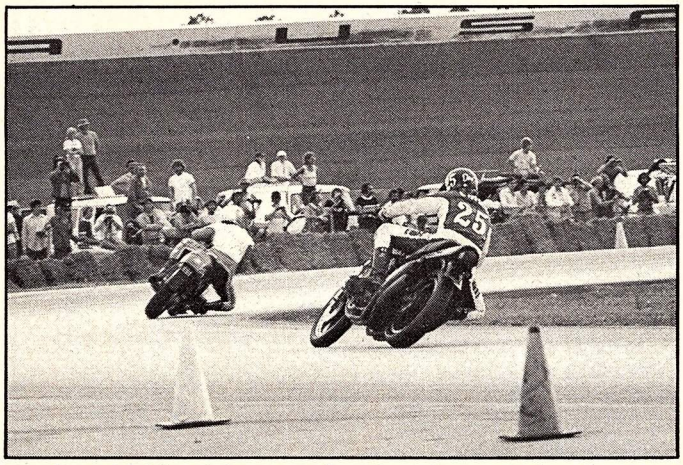
As to BMW's competition, the Yoshimura R&D of America Kawasaki ridden by Wes Cooley Jr., and noted as the most powerful bike on the circuit, raised all sorts of speculation when Wes blew away both Reg and Cook Neilson in a California club production race three weeks prior to Daytona. A unique new swing arm apparently had solved the Z's prior handling problems, but it wouldn't help them at Daytona since a new AMA ruling allowed only the use of stock swing arms with liberal gusseting. Then, just two weeks before Daytona, Pops Yoshimura, the driving force behind Yoshimura R&D, had a fire in his dyno room destroying the room, the engine and putting Pops in the hospital with facial burns. They hastily scrambled the engine back together and headed for Daytona leaving everyone in apprehension as to how it would perform.

Cooley's wasn't the only powerhouse that would be after the BM's throne. Keith Code, a newcomer to Daytona, was to be aboard a brand-new KZ1000-based racer sponsored by Racecrafters and Dave Emde was going to compete in his first Superbike race on a new Mack Cycle Center Kawasaki. The Canadian endurance wonder, Lang Hindle, would be riding a Lester Wheels production racer and Cook Neilson, the elusive Cycle editor-turned-professional racer was certain this was his year. He finished third here last year, broke the gearbox at Laguna Seca and placed second at Riverside behind Pridmore. He's been chasing the BMs for a year, slowly inching up with each race and consistently getting faster. He apparently squeezed more horsepower from his 883cc Ducati Desmo twin and it was now supposedly pumping out 90hp on the dyno. He admitted the engine was at its limits, but was confident he could win if it would just stay together.

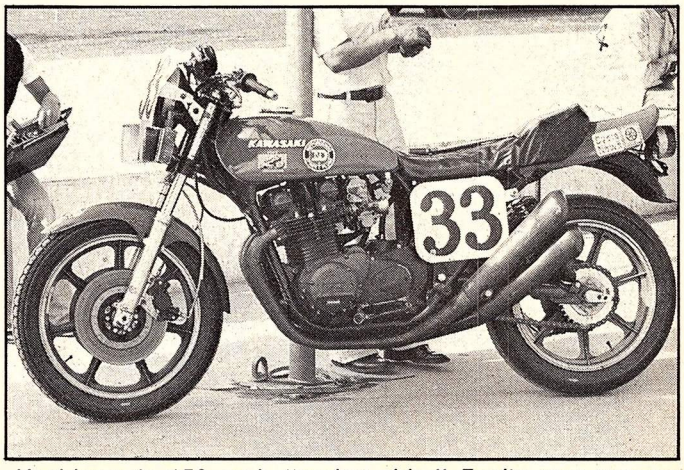
In addition to the veterans was a host of newcomers riding everything from a new Honda F model to a Yamaha 400. Laverdas, Ducatis, Moto-Guzzis and even a lone Triumph Trident dotted the field—a total of 42 entries which made this the largest Superbike grid to date.

Those hitting the Daytona banks for the first time met with partial disaster on Thursday, the day of qualifying heat races, as old Mother Nature rained out the entire program including qualifying for the GP bikes. In order to fit the GP bikes in on Friday, the Superbike heats were cancelled all together, leaving many still unfamiliar with the track. Starting positions for Friday's 50-mile race were determined simply by last year's Superbike points with high point finishers up front and working rearward.

That placed Pridmore, McLaughlin, Neilson, Baldwin and Harding all in the front row, with nobody really sure who would be the fastest when the green flag dropped. The only indication of true speed was gained from trap speeds taken two days earlier in practice. Cooley was on top again, hitting a sizzling 153 mph down the front straight; behind him was Neilson at 149 mph; Emde at 145 mph; Harding (Z-1) 145 mph; Code 144 mph; Pridmore 143 mph; Bettencourt (Z-1) 143 mph; Baldwin (Moto-Guzzi) 139 mph, and Hindle at 139 mph. The Zs were obviously the fastest but who was the



Emde sets his sights on shooting down Pridmore. Two days later in the first lap of the 200-miler he crashed his TZ750, separating his shoulder.



Yoshimura's 150 mph "rocket ship." Faulty rear suspension kept Cooley from using all the available "ponies."

AAA
AAA
AAA
HONDA
NGK
SPARK PLUGS
444

Could cycling's toughest 125cc touring bike also be the toughest 125cc off-road racer?

It sounds crazy, but here it is:

Some time ago, we told you the story of Max Bubeck of Glendale, California, and how he rode a stock Hodaka Wombat from Los Angeles to Denver and back. That's almost 2,400 miles through everything from deserts to 11,000 foot mountain passes—with no maintenance except a couple of spark plugs!

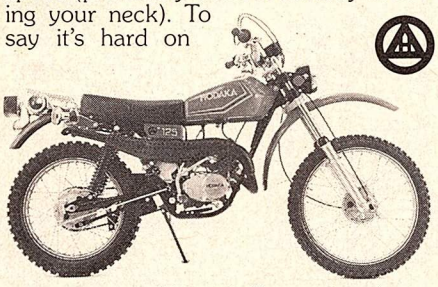
Which has to qualify the Wombat as the toughest 125cc touring bike on the road.

Well, just as we were getting over being amazed at Max's feat, we got word of another Hodaka triumph—this time in the SCORE Baja 1000! There, a Hodaka dealer named John Townsend and his buddy Bob Brownell raced a Wombat to a second place (in class) and 11th (overall) competing against highly modified machines costing several times as much.

What it did

For those unfamiliar with the Baja 1000, it's the kind of event that's normally entered only by masochists and those who enjoy the sound of tearing metal.

The "course" consists of roughly 600 miles of some of the ruggedest terrain to be found on earth, and the object of the game is to get through it at breakneck speed (preferably without actually breaking your neck). To say it's hard on



machinery is like saying a forest fire is hard on trees.

To give you an idea just how hard, consider the fact that of the 40 bikes entered (in 125, 250, and open classes), only 19 managed to finish. The Wombat took 17 hours to make the circuit, stopping only long enough to gas up. Almost half the race was run at night.

Who did it, and how

The perpetrators of this amazing Hodaka performance sell other makes of bikes besides Hodakas.

But rather than take an exotic, high-priced European machine to Baja, the two gentlemen from Santa Ana, California, decided to see what they could do with the all-purpose, reasonably priced Wombat.

Reaching deep into their bag of tricks, Townsend and Brownell came up with a number of modifications for the bike to adapt it to the incredible punishment of Baja:

—a larger gas tank (it's a long way between stops).
—knobby tires (lots of sand to cover).
—a high intensity headlight (recommended for crossing uncharted wilderness at 50 mph in pitch darkness).
—heavy duty "Works" shocks (not a bad idea for nonstop 17 hour races).

If right now you're saying "Wait a minute, is that all?" you'd be reacting exactly the same way most people do. Notice: no engine modifications, no transmission modifications, no fork or frame modifications, and practically no suspension tinkering!

Most bike builders would be happy to have a "95% stock" bike finish the Baja 1000: the fact that the *street-legal* Wombat took second in its class has us positively delighted.

Which brings us back to the question we asked in the headline: *could* cycling's toughest 125cc touring bike also be the toughest 125cc off-road racer?

You decide.

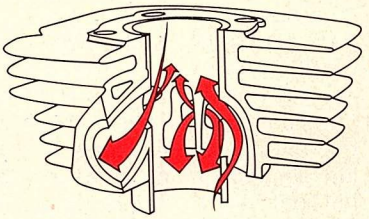
What does it all mean?

The point we hope we're making with all this is: if you're looking for the most versatile and dependable light motorcycle you can find, you need look no further than the amazing Hodaka Wombat.

In the last Wombat ad, we gave you a long list of "extra-cost" features that come standard on this bike, so we won't repeat them here (In case you missed that ad, drop us a line and we'll be happy to send you a reprint—just ask for "Max's story".)

All we'll say about it now is that if you check the price of a Wombat, then compare it with another bike after you've added all these nice options, we think you'll end up in our corner.

Which is a pretty nice place to be.

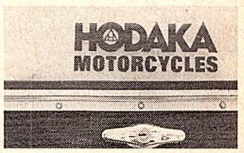


A Hodaka exclusive: the Alumiferric cylinder

Before Hodakas, the best bike engines usually had cylinders that were made in two pieces: an aluminum outside with a cast iron sleeve slipped into it. The aluminum was great for light weight and fast heat dissipation, but didn't wear well, so the cast iron liner was added for durability.

The problem is, the iron sleeve has to have "windows" cut in it for the port openings. And, with normal manufacturing tolerances, these windows often don't line up perfectly with the ports in the aluminum cylinder. This creates irregularities. Irregularities create turbulence. Turbulence interferes with the smooth, laminar gas flow that's essential for peak performance.

Hodaka's patented Alumiferric fusion casting process eliminates this problem. That's because our iron liner isn't just a slipped-in sleeve — it includes the port passages, too, so there are



no irregularities to restrict flow. The aluminum exterior is then bonded onto the iron core to form a cylinder that has the advantages of both metals — with none of the disadvantages of conventional engines!

For more info on the exciting Wombat and other Hodakas from 100 to 250cc, plus the name of your nearest dealer, write to:

HODAKA®

HODAKA MOTORCYCLES PABATCO
Box 327, Sherman Road Athena, Oregon 97813

DAYTONA '77

quickest? The stage was set for one helluva race.

At 4:30 Friday, the thunderous roar of four-stroke Superbikes filled the oval as the riders charged out under the green flag. Pulling at least a ten-bike holeshot into the first corner was Wes Cooley, who started way back in the second row. However, even with all that horsepower, Wes couldn't shake Neilson who was steadily closing the gap, his lighter, better-handling Ducati eating the Z up each time they braked for a corner. Cooley's number one spot lasted only a lap as Neilson finally aced him out at a corner to take the lead, a lead he continued to stretch throughout the race. Cooley enjoyed a comfortable second spot for five laps but started slowing the pace as the Yoshimura Z was getting into incredible wobbles and tank slappers down the front straight when the rear shocks lost their damping

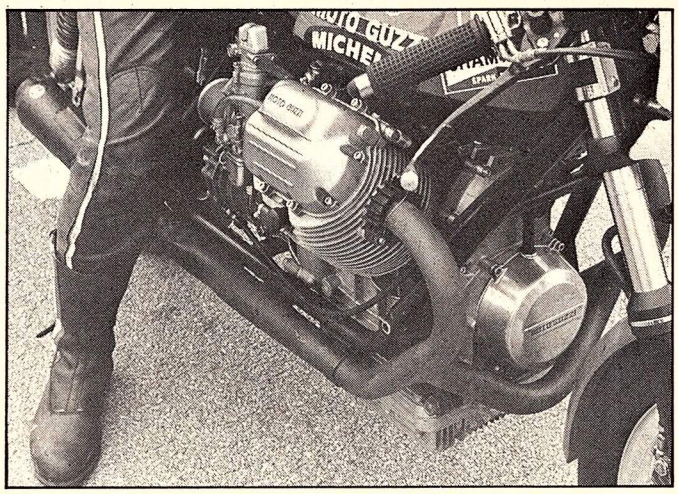
Slowly creeping up on Cooley's tail was a fast crowd bunched together like a runaway locomotive. Jockeying for position were Pridmore, the new kid Emde, who started way back in fourth row, Mike Baldwin who finished fifth last year and Lang Hindle. Hindle looked good until the ignition on his specially-built MTC engine went sour and Code, too, had his problems; he got a terrible start and then was forced to ride by Braille when McLaughlin's BMW spewed oil all over his face shield—he wasn't using any tear-offs. Cooley's bike wasn't the only one doing the shake, rattle and roll. Ron Pierce's BMW wobbled so badly that he parked it after two laps. McLaughlin's BMW was a far cry from the bike he rode last year; it didn't like to go straight either and Steve finally ended up parking it when third gear went out.

Meanwhile in all this confusion, Emde was setting his sights on Cooley, slowly inching by Baldwin and Pridmore and finally catching and passing Wes three-fourths of the way through the race. Pridmore and Baldwin were scratching over fourth position, like two hungry dogs over a piece of meat; they traded positions numerous times but neither could pull away from the other. The expected last minute charge from Pridmore never developed nor would it have done any good—by this time, Neilson had stretched his lead to 28 seconds—that's no less than the entire distance of the front straightaway! When the checkered flag dropped, Emde easily captured second place, Cooley hung on to third and Pridmore barely squeezed by Baldwin in the last 100 yards to pull down fourth.

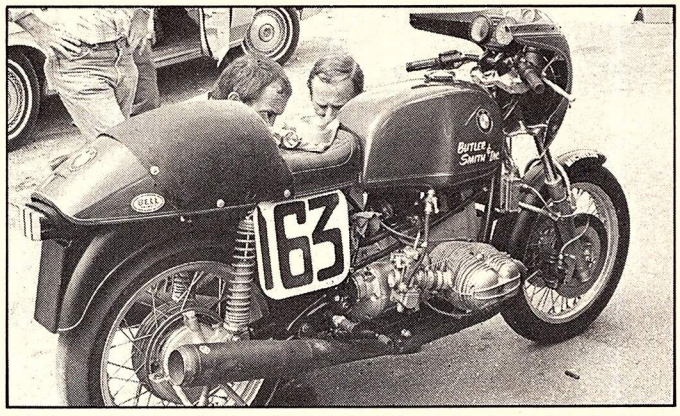
It wasn't the fact that Pridmore's BM was slower, Reg was turning nearly identical lap times as the year before. It's simply that everybody else got faster, especially Neilson and especially the Zs. Fisher had the fastest trap speed of 145 mph last year and this year there were seven entries with speeds topping 140 mph. Neilson's average speed was an incredible 100.982 mph and his lap times were close to those of Kenny Roberts on his TZ250 GP bike. With speeds and times like this, it's no wonder Superbike Production racing is growing in leaps and bounds. We can only hope that with more sponsors, more contingencies and a larger purse, it will continue to grow. *M*

SUPERBIKE RESULTS

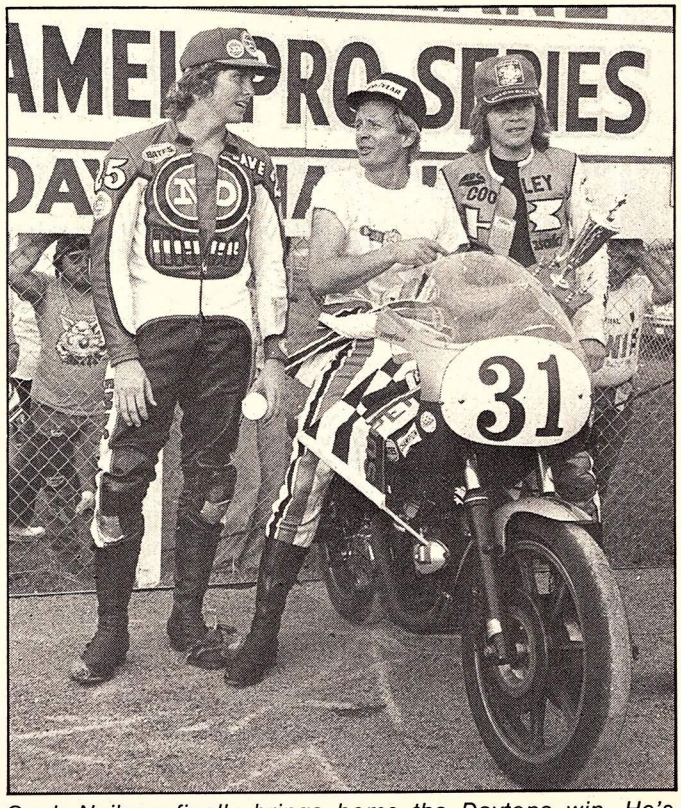
1) Cook Neilson (Ducati)
2) David Emde (Kaw)
3) Wes Cooley Jr. (Kaw)
4) Reg Pridmore (BMW)
5) Mike Baldwin (Moto-Guzzi)
6) John Bettencourt (Kaw)
7) Kurt Liebmann (Moto-Guzzi)
8) Dan Sorenson (Kaw)
9) Keith Code (Kaw)
10) Will Hardin (Kaw)



850cc last year, Baldwin's Guzzi is now a healthy 1000cc. He went on a week later to win the Charlotte race.



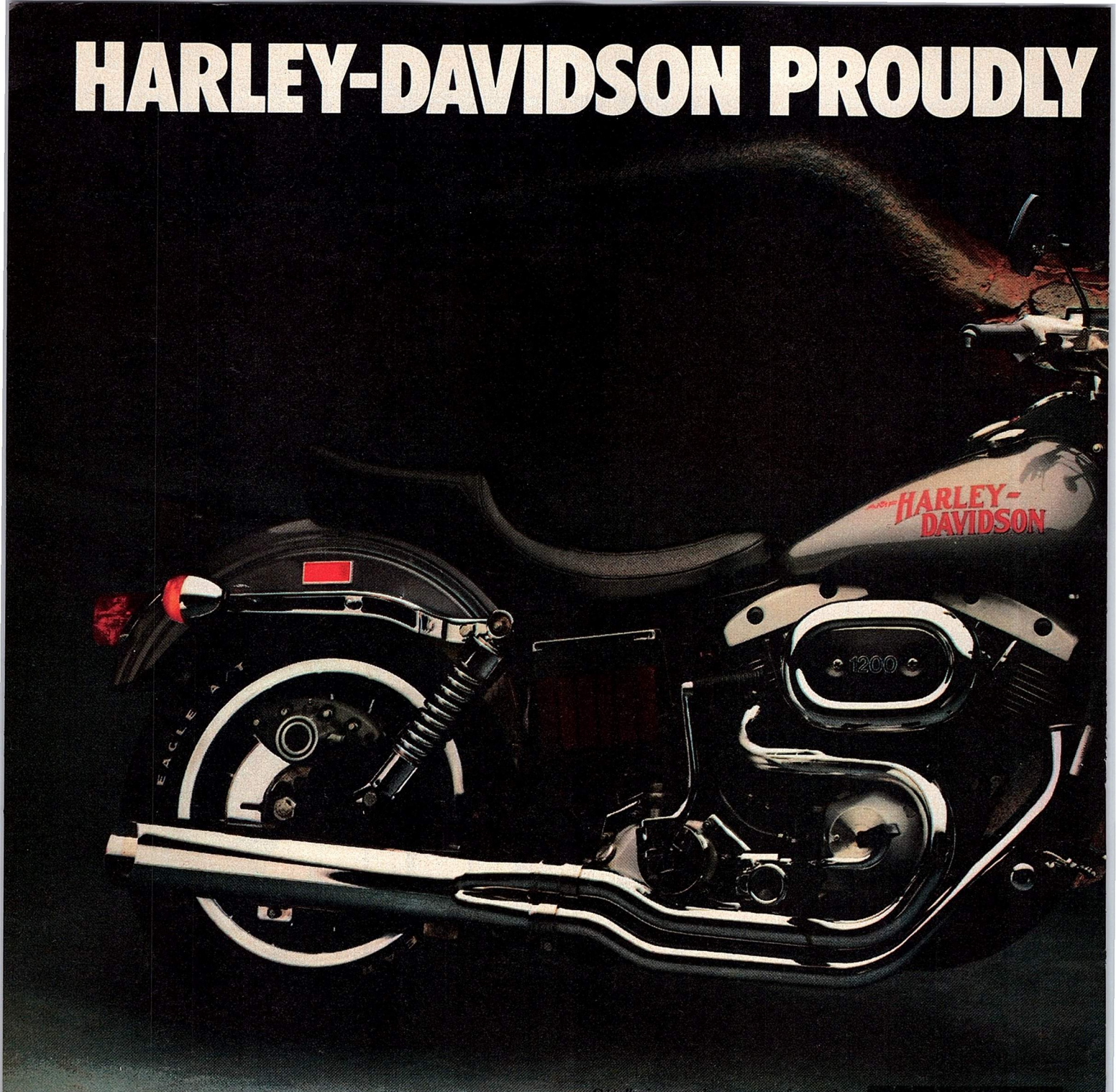
Of three BMs entered, Reggie's bike was the only finisher. His great riding skills couldn't quite make up for the slight horsepower deficiency.



Cook Neilson finally brings home the Daytona win. He's flanked by Emde and Cooley, two Z pilots he'll have to fight off all year.

FLY 27" OFF THE GROUND...

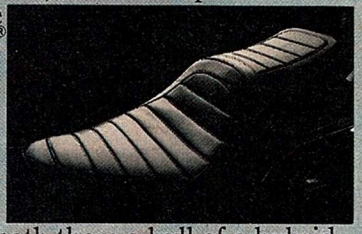
HARLEY-DAVIDSON PROUDLY



You don't get on it. You get in it.

Those who take on this one, have to be pure biker.

They'll get in the lowest Harley-Davidson® motorcycle there's ever been. With a ground to seat height fully two inches lower than the lowest of the Super Bikes, our own Super Glide. They'll have beneath them a bull of a hybrid: With extended forks and drag style handlebars with



3½" risers above a cafe style front end, 1200 cc's of pure Super Glide power, and needless to say, the famous Harley-Davidson sound of thunder rumbling through a tunnel.

They'll have twin, fat bob gas tanks surrounding the tach and speedometer that's mounted between them on the console. Dual front disc brakes.

And for looks, black wrinkle crankcases, black cylinders and heads with polished fins and silver finished fork sliders, with custom clutch cover and fender supports.

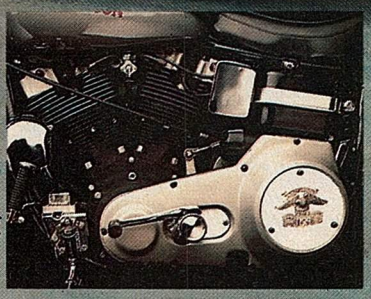
There will be just one color (silver), and the

INTRODUCES THE LOW RIDER.

fat bob gas tanks will be honored by a 1917-style Harley-Davidson decal.

As you can see, this is one motorcycle the town librarian won't take to the church social.

Other than offering that generality, we refuse to speculate, nor do we care, just what kind of people you'll meet on the Low Rider.



They'll no doubt be fine, upstanding citizens. But when they're seated in this motorcycle, you won't find anybody any lower.

We do know they'll have one thing in common. An understanding of a fundamental truth:

AMF Harley-Davidson

Until you've been on a Harley-Davidson, you haven't been on a motorcycle.

For dealer nearest you, call 800-221-3333. Toll free. In New York State, call collect: 212-775-1395

Help keep insurance costs down. Lock your bike.

We believe in safety first. Before you start out, light your lights, put on your helmet and watch out for the other guy. Follow owner's manual for maintenance.

DAYTONA '77 100-MILE 250cc EXPERT LIGHTWEIGHT

The Closest, Most Exciting Daytona Race

Motorcycles in the 250cc road racing class are popular for many reasons. They are much less expensive to buy and maintain than their 750cc brothers. An average weight of 250 pounds helps make them easy to ride for small riders and they are fast enough (nearly 140 mph) to hold the attention of the spectators and riders alike. The Daytona 100-mile Lightweight race was formerly run with Junior class riders competing with the Experts, but two years ago the formula was changed to exclude the Juniors. In spite of this rule change, the entry list was one of the longest at Daytona.

Yamaha has dominated the 250cc race since 1964 when Dick Hammer won on a four-stroke Harley-Davidson Sprint. Out of 115 entries this year, 105 were on Yamahas, eight were Harley-Davidsons and Australians Gregg Hansford and Murray Sayle piloted the two Kawasakis. The Yamahas and Harleys are very similar in design, each being a water-cooled vertical twin with the cylinders sitting side-by-side. The Harleys have a slight advantage because there are so many different gearsets available to change ratios in their six-speed transmissions, but the Yamaha factory riders have almost as many options. The Kawasakis are quite different, however, having their two water-cooled cylinders one behind the other, each fed by a rotary valve system instead of the more conventional piston port/reed valve system. In spite of the differences between the three machines, competition at Daytona between them proved to be very close indeed.

Also adding interest to the 250cc International were the foreign riders, including current 250cc FIM World Champion Walter Villa, Japan's outstanding privateer Takazumi Katayama, England's Chas (Charles) Mortimer, Australia's Gregg Hansford and a host of others from Europe, Asia and South America. In many respects, this was the most exciting race on the entire program.

Three heat races were necessary to slim the field down for the final. Current Daytona 250 champion Kenny Roberts showed that he intended to remain champion by beating Katayama and Walter Villa's Harley-Davidson teammate Franco Uncini in turning in the fastest heat race time. Most surprising was AMA Grand National Champion Jay Springsteen's fourth place finish. Jay has competed in fewer than a dozen road races, but clearly showed why he is The Champ. Fifth place was captured by 17-year-old Randy Mamola who was given a special waiver by the FIM so that he could compete in this International race . . . the minimum age is 18!

England's Chas Mortimer won the second heat ahead of last season's top Novice rider Harry Klinzmann. Both were on Yamahas, but Ted Henter slipped his Harley-Davidson home third ahead of the Yamahas of Dane Stewart and Frenchman Pierre Soulas. The race average of 96.836 mph was considerably slower than Roberts' blistering 99.144 mph. World Champion Walter Villa, known throughout Europe for his dreadfully slow starts, finished a distant tenth.

The third heat was won by Steve Baker at an average speed of 97.784 mph who led the Kawasaki of Gregg Hansford and the Yamahas of Richard Schlachter, Harald Bartol and Rudy Galindo to the flag.

Steve Baker with the huge trophy. Takazumi Katayama at the extreme left seems very pleased with his second place finish and Richard Schlachter quenches his thirst with . . . ?

From the drop of the starting flag in the final it was obvious why 250cc road racing is so popular. Defending Daytona 250 champion Kenny Roberts led a tightly bunched group consisting of Steve Baker, Gregg Hansford, Franco Uncini and Takazumi Katayama. Before the first lap was over Baker had moved up to challenge Roberts and during the first three or four laps they took turns swapping the lead with Hansford.

Hansford led the fifth lap, but only by a whisker over Roberts, Uncini, Baker and Katayama. Eyes really began to open when Jay Springsteen appeared in sixth, leading another tightly-spaced group. The average lap speed was now just over 99 mph, but still slower than the pace Roberts set in 1976.

It was beginning to look like Roberts was playing with the field because he could move around in the first group with apparent ease. On lap 10 he was leading Baker, Uncini, Hansford and Katayama, but he suddenly began

Hansford (302), Roberts (2) and Baker (32) scratched hard for position . . .

pulling away and was four seconds in front by the 12th lap. In spite of his rapid pace, Roberts had been experiencing trouble with his rear suspension; as long as he could maintain his line everything was okay. But he was forced off the track near the chicane by a slower rider and nearly got out of shape. When he got going again it became evident that the Monoshock rear suspension had been damaged and he pulled into the pits with the damping gone, the shock acting like a springboard.

With the leader out, attention focused on the still tightly-knit group out front. Franco Uncini was the next rider out after overshooting the chicane on lap 14 when his brakes began acting up. But the battle between Baker, Hansford and Katayama really got hot.

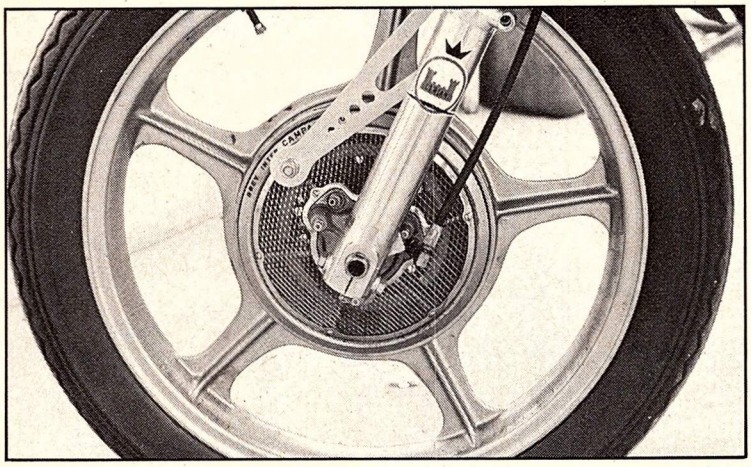
Practically unnoticed during the first part of the race, Old Lyme, Connecticut rider Richard Schlachter really began to push his Kevin Cameron-prepared Yamaha and quickly displaced Springsteen from fourth to fifth. Still battling in a group farther back, France's Pierre Soulas, West Germany's Harald Merkl and eventual fourth-place finisher Harry Klinzmann swapped positions several times a lap. The first dozen riders looked like they were competing in a five-lap heat race.

Southern California road racing sensation David Emde, whose father and older brother have each won the Daytona 200, had a disappointing day. Problems during, and a poor finishing position, in the second heat race forced him to start near the back of the grid in the final, but he was methodically passing the field and had just passed Chas Mortimer. Emde swooped by on the outside going into turn one but was going too fast and went wide. When he corrected, he and Mortimer almost collided and Emde was forced to drop his machine. He quickly remounted the damaged machine and eventually finished a well-deserved tenth.

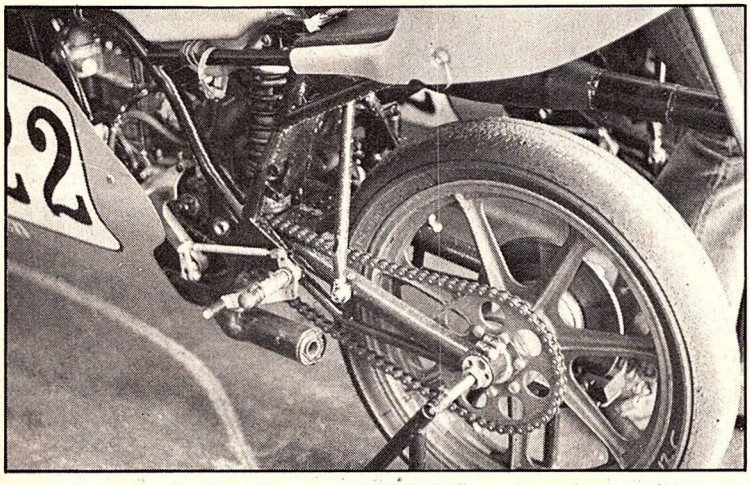
Brake problems figured into the retirement of another Harley-Davidson team member. Jay Springsteen, who was in fifth place five laps from the end, found himself without the full power of his front brake and dropped his machine going into the first turn. He laid the machine down looking like he was setting up for a turn on a half-mile dirt track, but neither he nor the machine was seriously injured. But now all the factory Harley-Davidsons were out of the race. World Champion Walter Villa didn't even start the race because his gearshift lever broke off just before the five-minute countdown.

Although it was almost certain that a Yamaha would win the race, Kawasaki's Gregg Hansford was still holding in the top three until just two laps from the end when his bike slowed and stopped, appearing to have run out of gas. His tuner, Australia's Nevile Doyle, explained that they usually have the aluminum surfaces in the crankcase behind the rotary valves plated to keep the valve discs from rubbing directly on the aluminum. They hadn't had time to have this done and the two surfaces occasionally touching caused the valve to fail on the rear cylinder.

With distance in hand over Katayama, Baker crossed the finish line just one hour and .297 seconds after the start, averaging 99.890 mph. The first six finishers were all on the same lap and following Katayama in third were Richard Schlachter, Harry Klinzmann, Pierre Soulas and Harald Merkl. The remainder of the top ten finishers, credited with 25 laps, were Doug Teague, Tom Herron, Murray Sayle and David Emde. *M*



In contrast to the disc brakes usually found on road racers, Walter Villa's Harley-Davidson sported a Campagnolo cast magnesium wheel with integrated brake with conical drum and shoes.



Murray Sayle's Kawasaki 250 featured an interesting rear suspension system with only one rear shock absorber, mounted vertically near the swing arm pivot.

But Uncini (308) was also in the fray. Here he leads Baker (32) and Hansford (302).

RESULTS

1. Steve Baker, Bellingham, Wash. (Yamaha)
2. Takazumi Katayama, Kobe, Japan (Yamaha)
3. Richard Schlachter, Old Lyme, Conn. (Yamaha)
4. Harry Klinzmann, Garden Grove, Calif. (Yamaha)
5. Pierre Soulas, Paris, France (Yamaha)
6. Harald Merkl, Bayreuth, West Germany (Yamaha)
7. Doug Teague, Detroit, Mich, (Yamaha)
8. Tom Herron, Lisburn, Northern Ireland (Yamaha)
9. Murray Sayle, Victoria, Australia (Kawasaki)
10. David Emde, National City, Calif. (Yamaha)

Time: 1 hr., .297 sec.
Average speed: 99.890 mph.

DAYTONA '77 The DAYTONA 200

And Then The Rains Came

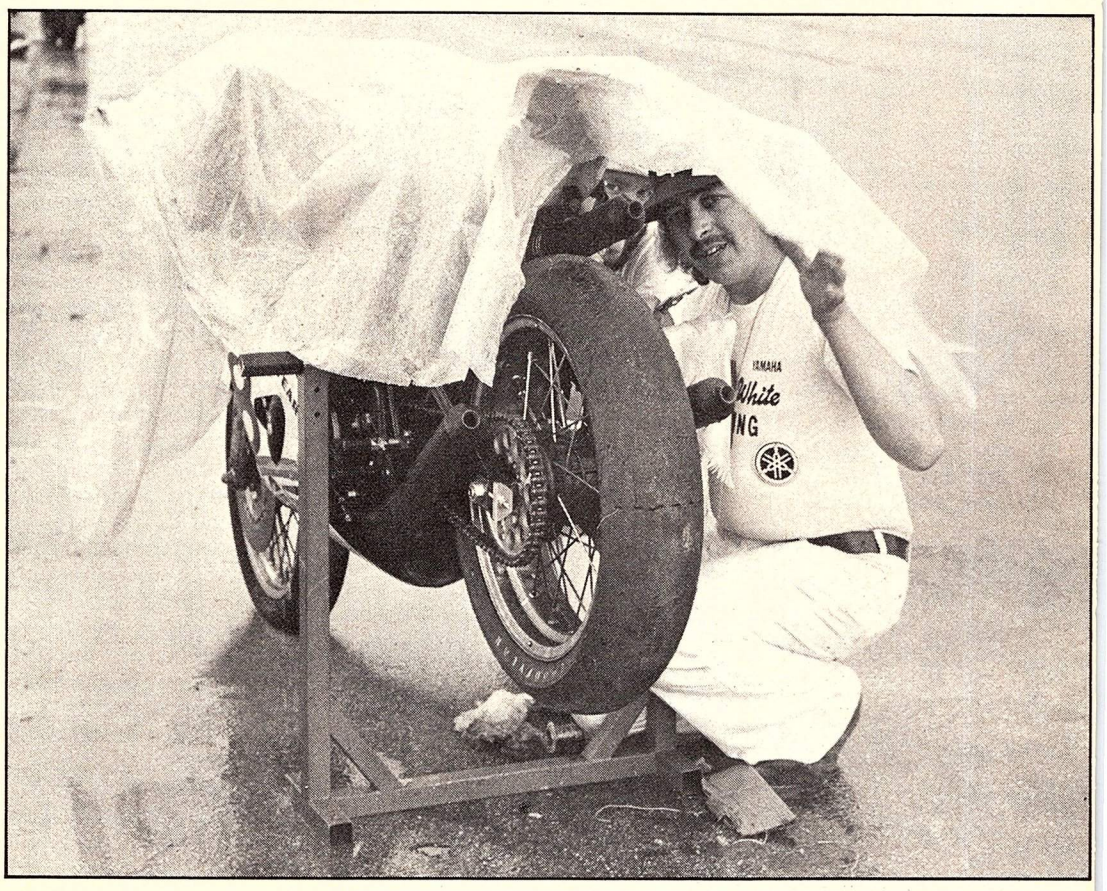
At one time the Daytona 200 was merely the most prestigious race in America. That qualifier pales in light of its present status. The Beach has left superlatives in the dust. Today it is the biggest, baddest battlefield in all of bike racing, where massive motors have pushed the average winning speed up almost 40 miles per hour in the last 15 years.

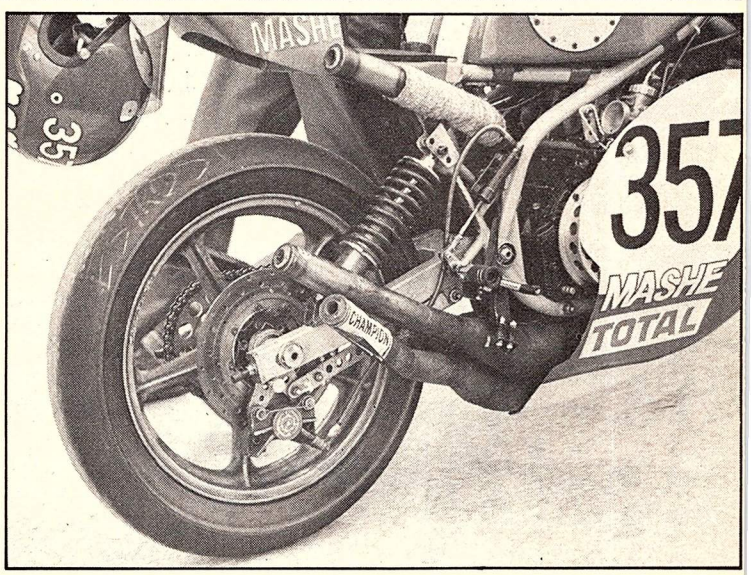
But a weather-scourged track surface, 130-plus horsepower machinery and the possibility of 180 mph and more conspired this year to change the complexion of this first round of the 750 World Championship Series. Doubts about tires and concessions to safety caused the legendary 200-miler to be split down the middle into two segments with a one-hour interval between (see accompanying story). The tradition-shattering decision touched off no small amount of controversy; ironic when one considers how empty the forces of nature would ultimately make the decision seem.

If the weather, tires, and the winning rider were open to speculation on the Daytona road course this year, the winning marque wasn't. From 1972 on the race has been won by a steady stream of yowling Yamaha two-strokes. This year 94 percent of the 113 entered riders were Yamaha-mounted. As per custom, the factory in Japan sponsored three of them: Kenny Roberts, Steve Baker and Johnny Cecotto.

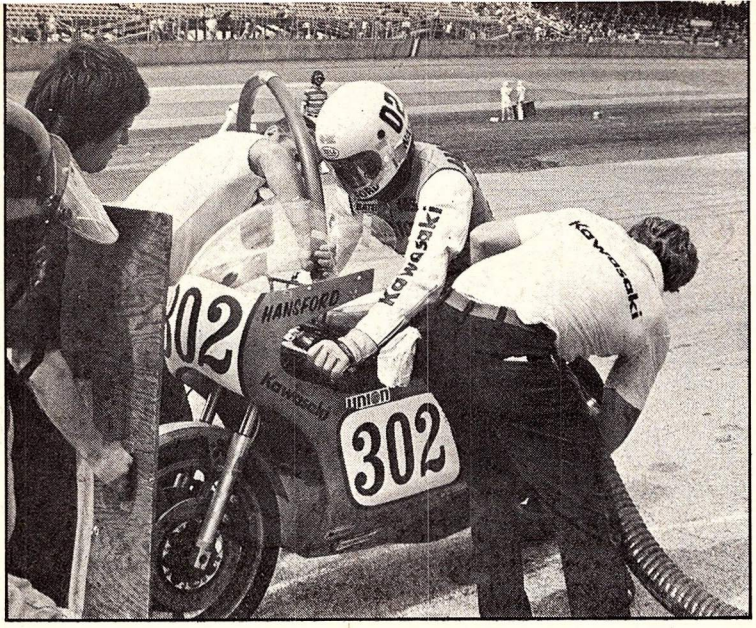
Master Kel Carruthers would do the wrenching honors on Kenny's bike, Bob Work on Steve's, and factory race engineer Nomura on Cecotto's. All three TZ750Ds would be bullets at the outset, one would run a little off song, another would toss in the towel, and the third would scream. Last year *only* Roberts, Baker and Cecotto had the advantage of the supertrick prototype Monoshock OW31s. This year, 35 replicas were released to some of America's most talented riders, who would push them to the Daytona starting line with the talented trio. They wouldn't, however, have the newfound speed secreted in the all-new fairings tailormade to the tiny bodies of Roberts, Baker and Cecotto (see accompanying story).

Although Kenny was riding a factory-modified '77 version of the OW31 with porting, header and carb

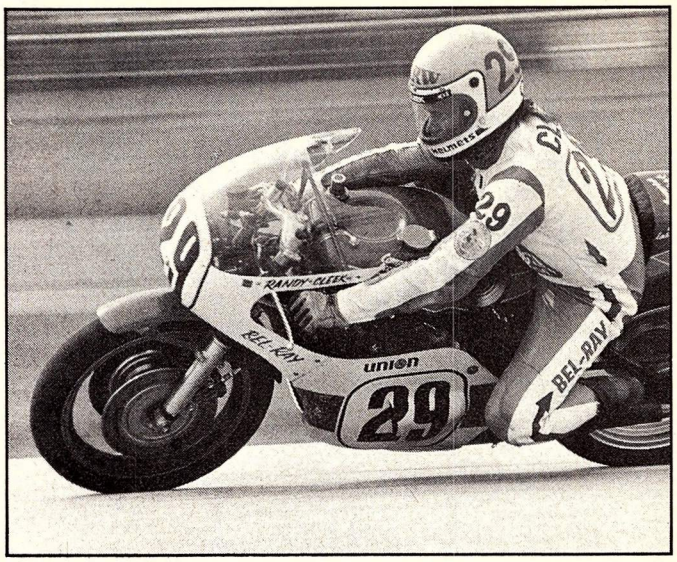




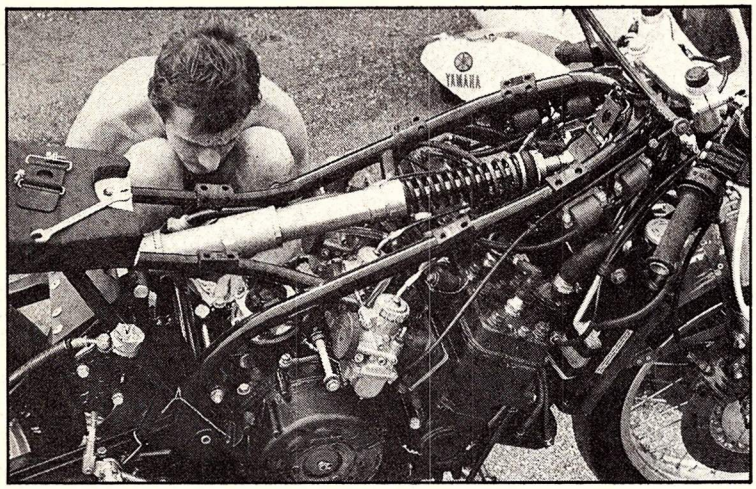
There must be something to Frenchman Christian Estrosi's unique lopsided monoshock arrangement, he pulled 13th in 200.



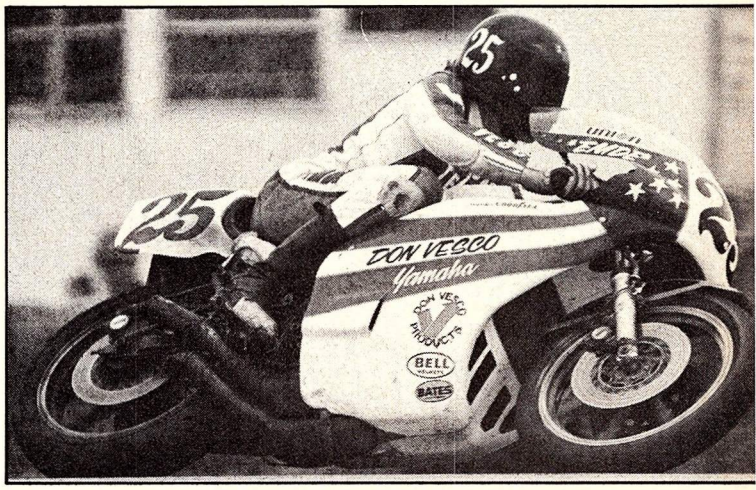
Australian Gregg Hansford is over 160 pounds but his Kawasaki, slower than Yamahas, explodes out of corners.



Ninth spot's Randy Cleek is Mr. Consistency thanks to tuner Larry Worrel. He was 1976 AMA Road Racing Champ.



Here's that engine, Yamaha's fabulous TZ750. Big long monoshock stays fairly cool. Merkl, West Germany.



Don Vesco saw one of his two bikes wipe out when rider Dave Emde crashed.

Baker waits placidly to get going so he can cool off, but new fairing bathed him in engine heat.

innovations, he was using last year's frame with the engine moved back. Despite impressive practice and qualifying speeds, and his own prediction that he might cut a flat two-minute lap, Kenny still wasn't sure that the chassis was totally to his liking. Bellingham, Washington's Steve Baker was moving faster.

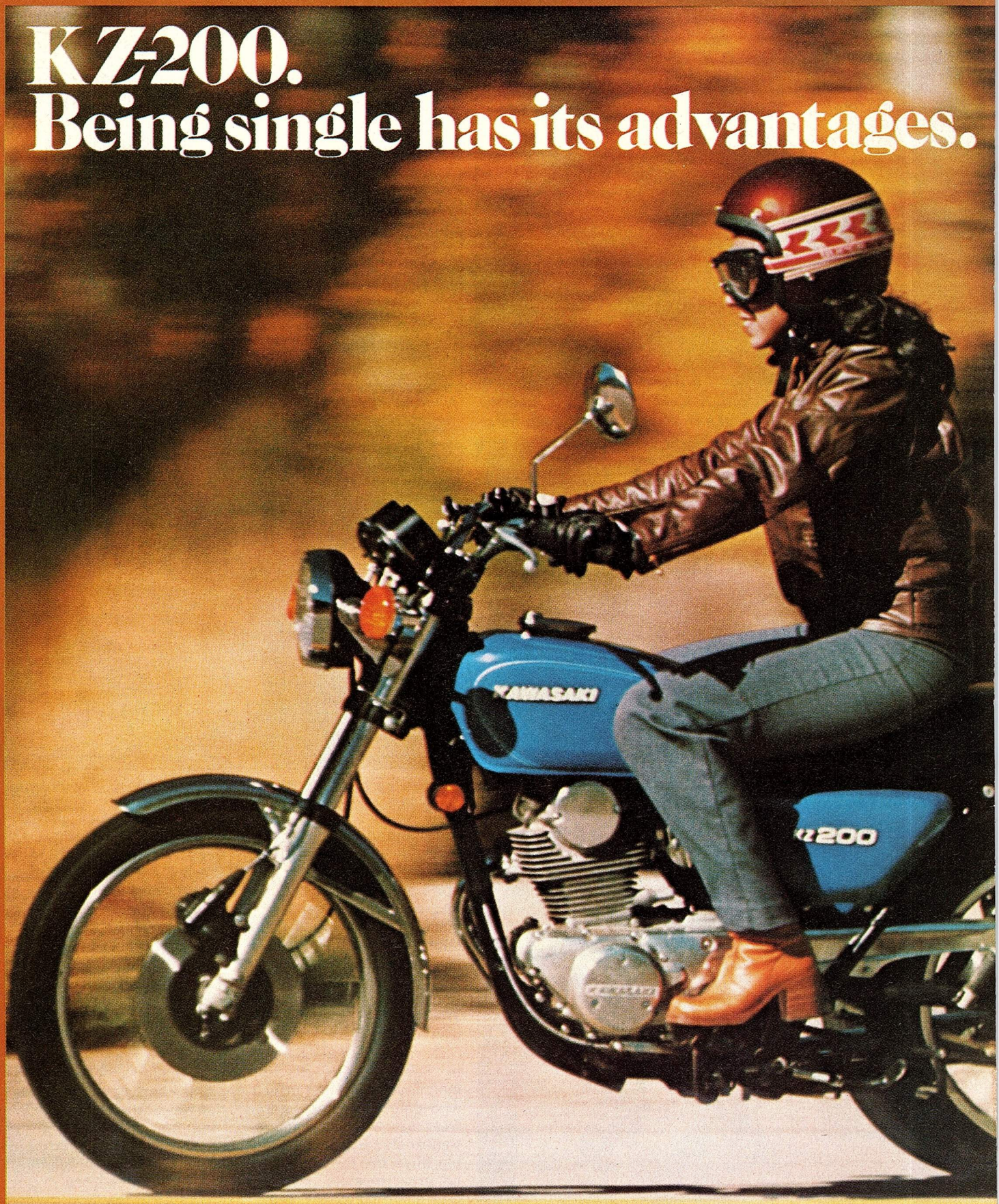
It wouldn't matter much to Yamaha; one of their machines was sure to win, who cared whether it came from the U.S., Canada or Venezuela? Backing up the big three on Yamahas were an army of stars, such as Gene Romero on a privately-tuned TZ750D built by one of the most ingenious wrenches in the world, Don Vesco. Ron Pierce, Randy Cleek, Gary Scott, Takazumi Katayama of Japan; name a rider, they were all there on yellow and black.

Two who dared crack the Yamaha domination were Australians Gregg Hansford and Murray Sayle, both sponsored by Kawasaki Motors Australia. Hansford held down fourth place last year until his chain broke. Lighter and slower than the Yamahas, their Kawasakis' chances dimmed slightly when this year's race was divided in half, precluding any advantage they might have had in the long run by going through less fuel and tread.

The Aussies were only two of the 49 foreign entries from 16 countries. One of the Continentals

continued

KZ-200.
Being single has its advantages.



KAWASAKI BELIEVES IN RIDING SAFELY. CHECK LOCAL LAWS BEFORE YOU RIDE.

Our new KZ-200 is something you don't see very often—a single cylinder 4-stroke street motorcycle.

The real beauty of a single cylinder design is its simplicity. Since there are fewer parts moving around inside, the KZ-200 is very dependable and inexpensive to maintain.

A single also provides power over a very broad range. This means the KZ-200 is very easy to ride because you don't have to keep shifting gears all the time.

Singles are also narrower than other motorcycles. When you have less bike under you, it's easier to keep your balance, especially for the beginning rider.

But, although the KZ-200 is a very simple motorcycle, it is far from being spartan. It features a disc brake up front for safe, sure stopping, an electric starter backed by a twelve volt battery for equally efficient starts; plus a tach, speedometer and even a locking gas cap.

See the brand new KZ-200 4-stroke at your Kawasaki dealer. And discover the joys of being single.

Kawasaki

We know why you ride.

DAYTONA '77

BATES
LECTRON
CHAMPION
union
GOODYEAR
YAMAHA

5

GOODYEAR
TEAM FURY
YAMAHA
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GELINAS MOTOS
12
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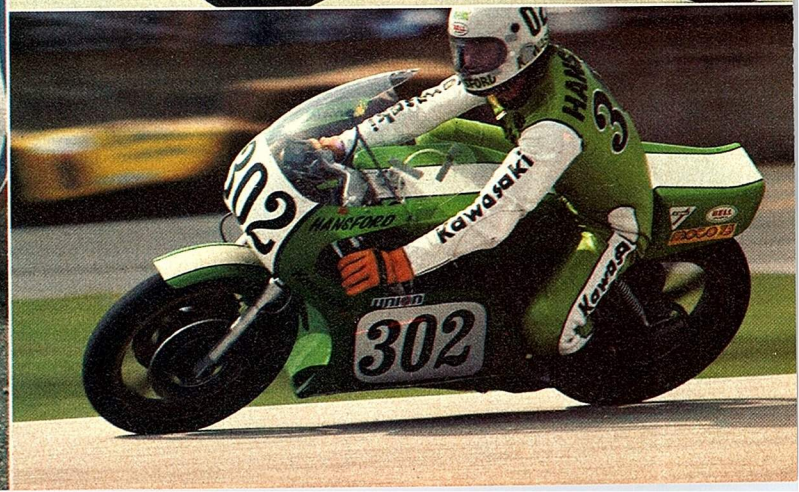
HANSFORD
Kawasaki
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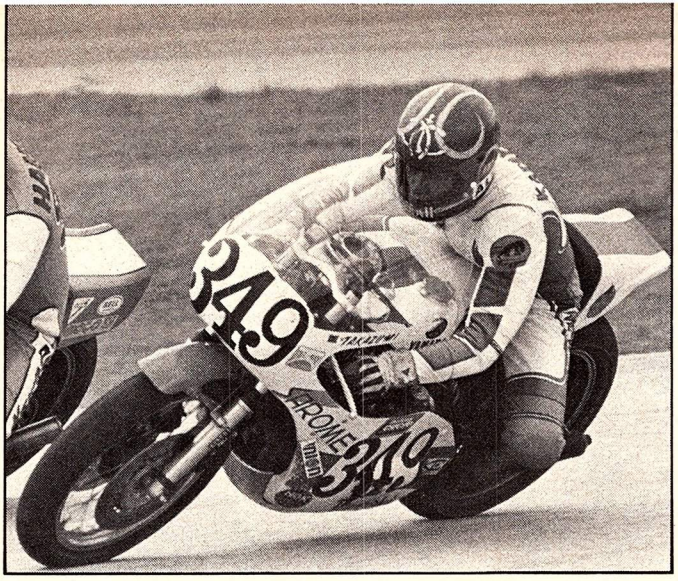
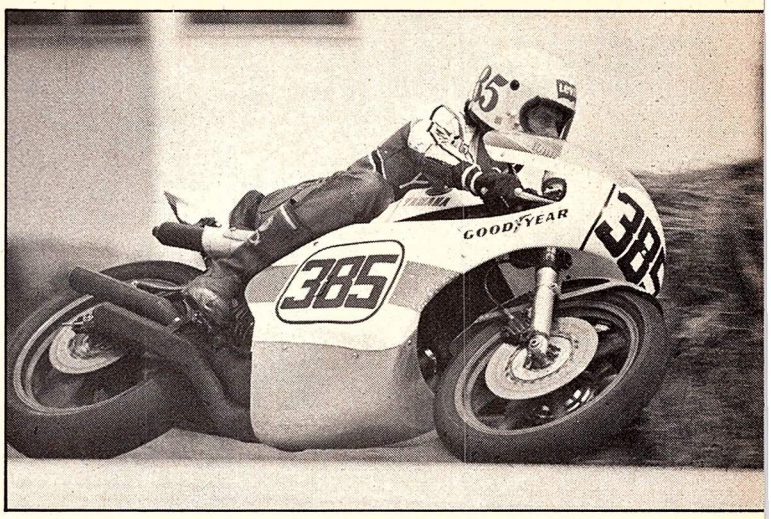
302



Rising son of Japan, Takazumi Katayama, is a pop singer in his native land and a serious threat in US races.



Aussies dominated first six. Warren Willing trying to catch buddy Hansford. Had he, there'd have been a battle royal.

was Suzuki rider Wil Hartog of the Netherlands, backed up by American Suzuki-ites Al Phillips and Torello Tacchi. Suzuki's big guns, Barry Sheene and Pat Hennen, wouldn't be on the starting grid. Barry and Pat were locked into Venezuela for the following weekend, where they would defend Suzuki's supremacy in the 500 International class. Once again Suzuki would be biding its time in Formula 750. But good authority has it that this deficiency is about to end, that Suzuki has a 700cc extrapolation of their 500 that could slow or even end Yamaha's reign before the year is up. A fascinating speculation.

The big day broke over Daytona Speedway to sunshine and the strains of the Venezuelan national anthem in respect to last year's winner, Johnny Cecotto. This was it. The bikes were marshalling on the pit road. With the race cut in two, there'd be no holding back, no pacing; a sprint all the way.

And there in the front row were the fastest sprinters in the world: Steve Baker on the pole with fastest qualification of 111.772, Ken Roberts next to him with 111.678, and Johnny Cecotto, Warren Willing of Australia, and Patrick Pons of France, all in the eights, except for Pons in the sevens. In the second row was Hansford on the sixth-fastest qualifying bike at 107.569. Miraculously, in a remarkable demonstration of riding skill, he had outqualified all but five of the Yamahas—100 to be exact—on his Kawasaki. By contrast, Murray Sayle's Kaw was all the way back in 50th position with a speed of 102.725.

Finishing out the second row were Ron Pierce, Gene Romero, Philippe Coulon of Switzerland, and Boet van Dulmen of the Netherlands, all wearing the tuning fork crest. Seventy-five's AMA National Number One, Gary Scott, sat in the fourth row on a Yamaha with a qualifying speed of 106.220. The faster of two Suzuki riders, Wil Hartog headed the seventh row with a speed of 104.627.

With but a hundred miles to run, certainly it couldn't be "anybody's race." One

LEFT—Kenny Roberts, #2, chasing the elusive Daytona 200 title again withheld from him by equally elusive Baker. Gary Scott, #5, wasted sponsor Evel Knievel's engine on lap eight, dropped from race. Worst crash occurred in first lap when oil from blowing bike collected on those following. Front runners Baker and Roberts putting each other on. Fifth place Gene Romero, #3, sweeps past Canada's Malcolm MacPherson who finished 58th. Bottom photo: amazing Gregg Hansford of Australia came from down under to 4th with his Yamaha-eating Kawasaki, a triple amongst a sea of fours.

SuperFairings...

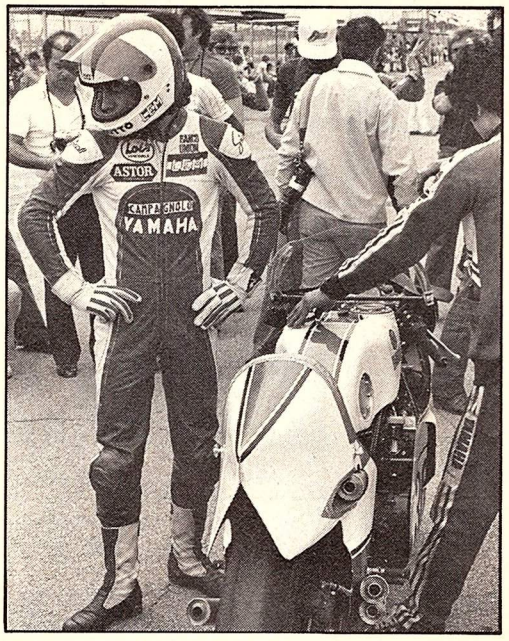
If you look closely at some of these Daytona photographs you will notice Steve Baker (32), Johnny Ceccoto (305), and Kenny Roberts (2) had fairings and tailpieces a lot different from what the other riders were using. Last year's duck bill tailpiece has been replaced with a pointy thing that tapers into a nothing, much like the back end of a vintage race car. Windshields seem unchanged, but down near the front of the engine cases there seems to be a strange shape not unlike the bow of one of these great new supertankers. It's a bit bulbous and pointy at the bottom.

Generally a sign of curiosity is asking questions, but the Yamaha guys didn't have answers. Either that or they didn't care to discuss it. Now we do know that Yamaha's test track near Hammamatsu, Japan is fitted with timing lights every 10 meters, all plugged into a giant computer. The reason? How about better ways to make a fairing? It occurs to us that this type of computerized readout could in effect answer many questions while ruling out human error and emotion. It could work on engine performance, chassis, and suspension components with unerring accuracy.

But the guys weren't talking and we happened across one Hans Muth, the designer of BMW's touring fairings. Prior to BMW, Hans had worked with Ford, spent a year in the U.S., and didn't seem to have any problems communicating with us. He explained Yamaha's latest streamlining accordingly: "The new back allows air to close up sooner precluding any chance of a competitor slipstreaming. It's a different story up front. The front wheel throws off a terrible turbulence at those speeds and this fairing design helps penetrate the swirling air mass."

A couple little-known facts showed up during intermission between the two 100-milers. Steve Baker took off for a shower and Roberts reportedly wanted to have his old fairing put on. Both had to fight a lot of engine heat that the new streamlining was throwing up in their faces. Guess the race track computers don't know how to read out human discomforts. And what if it were a warm day instead of a cool one and what if they had to go the full 200 miles?

DAYTONA '77



One of three factory-sponsored riders, Johnny Cecotto, with slippery new boattail fairing that added couple mph upstairs.

Netherland's Wil Hartog gasses it while crew skillfully lighten rear wheel to warm the hide prior to departure. 17th spot.

of the three Yamahas of Roberts, Cecotto and Baker would surely set the burning pace. Roberts, perhaps, was feeling the weight of his Daytona jinx that had prevented this twice former Grand National Champion from winning the 200 five years in a row. Could this be the sixth? Cecotto? Could he join the elite back-to-back winners' club? Good chance. Baker? Fast as he was, odds were against him if you were superstitious. It had been 14 years since a pole-sitter had won (Ralph White, 1963) and 10 years since anyone had swept both the Lightweight and 750 races on a weekend (Gary Nixon, 1967).

Speculation came to an abrupt end with the hoisting of the five-minute board. More than 400 pistons rent the atmosphere with a screaming haze. The devil himself couldn't have chased the first wave into the turn at the end of pit road any faster. Before they got there, the second wave was already on their tails. It was Roberts and Baker out front as expected, immediately followed by Hansford.

Coming around for the first time it was still Roberts out front, Baker in tow, the leaders now registering a sizzling 108-mph average, smoking the front straight at better than 182 mph! Hansford still hung tough in third. Not so lucky on the first lap were David Emde, Ron Mass and Mike Baeder. Emde apparently struck oil and lost it in the chicane, taking Mass, Baeder and several haybales with him. The cause of that treacherous oil spill made itself known at the end of the third lap when Cecotto pitted with terminal gearbox trouble from a leaking oil seal. End of Cecotto and Venezuela's hopes.

By lap five Baker had taken command over Roberts, Japan's Takazumi Katayama had edged Hansford, and Patrick Pons lay fifth. By lap seven Gary Scott had dropped from the race, lap speeds had climbed to 109.099 mph on the 3.87-mile track, and the leaders had settled into the slots they would assume at the finish. Baker had put a four-second gap between himself and Roberts; perfect timing, for he would use it all up and more with a four-second pit on the 13th lap. At that point he relinquished his lead to Roberts until lap 16 when Kenny, too, was forced to refuel: 6.5 gallons in five seconds. But Baker was grooving now, and the spare engine Roberts was forced to use when his went in practice just wasn't producing. By the end of the 26-lap, 100-mile first heat, Steve Baker had built up a 28-second margin over the former National Champ. Baker's average speed: 108.952. His time: 55 minutes, 24.710 seconds.

The dark skies had held back long enough. The track was barely emptied of machinery from the first 100-mile segment when the rain began to fall. Tentative at first, it quickly turned into a full-scale Florida squall, sending the already-soaked diving under sheets of plastic. The AMA requires a 60-percent mileage fulfillment to make a race, the FIM 50 percent. Since the Daytona 200 carried the Formula 750 World Championship title, FIM rulings would hold here. Shortly before five p.m., with a still wet track and no hope of running another 100 miles before dark, officials ruled: "We've got a race!" All of the commotion over the divided race had gone for nothing; the rain had put an end to it all anyway.

There wouldn't be the test of the second hundred miles; the rain had washed Steve Baker into the record books. He'd done it, won both the 250 and 750 races . . . and sat on the pole. *M*

DAYTONA SPEEDWAY WINNERS, 1961-1977

YEAR	RIDER	BRAND	SPEED
1961	Roger Reiman, Kewanee, Ill.	Harley-Davidson	69.25 mph
1962	Don Burnett, Danvers, Mass.	Triumph	71.981 mph
1963	Ralph White, San Diego, Cal.	Harley-Davidson	77.678 mph
1964	Roger Reiman, Kewanee, Ill.	Harley-Davidson	94.833 mph
1965	Roger Reiman, Kewanee, Ill.	Harley-Davidson	90.041 mph
1966	Buddy Elmore, El Paso, Tex.	Triumph	96.582 mph
1967	Gary Nixon, Baltimore, Md.	Triumph	98.227 mph
1968	Calvin Rayborn, San Diego, Cal.	Harley-Davidson	101.290 mph
1969	Calvin Rayborn, San Diego, Cal.	Harley-Davidson	100.882 mph
1970	Dick Mann, Richmond, Cal.	Honda	102.691 mph
1971	Dick Mann, Richmond, Cal.	BSA	104.737 mph
1972	Don Emde, San Diego, Cal.	Yamaha	103.358 mph
1973	Jarno Saarinen, Turku, Finland	Yamaha	98.178 mph
1974	Giacomo Agostini, Bergamo, Italy	Yamaha	105.010 mph
1975	Gene Romero, San Luis Obispo, Cal.	Yamaha	106.451 mph
1976	Johnny Cecotto, Venezuela	Yamaha	108.770 mph
1977	Steve Baker, Bellingham, Wash.	Yamaha	108.952 mph

Tires: Will They Last On The 200-Mile Treadmill?

The advent of the four-cylinder, two-stroke Yamaha TZ700 revolutionized road racing. It wasn't just the machine itself that brought about the change, but Yamaha's philosophy of building *quantities* of race-ready super sophisticated projectiles. Suddenly almost anyone with the inclination and roughly $5000 had the chance to become a hero. You didn't need access to a factory ride, or a brilliant mechanic who could modify a production bike to a competitive state in order to go road racing.

The first Yamahas were blindingly fast. Development over the years to the current TZ750D has made them the most awesome two-wheeled racing machines ever devised. They handle well, are reliable, and there are enough of them around that any small problems have solutions that someone can tell you about. There is one problem, however, whose solution is in the hands of but a few companies. Tires. The best tuner in the world can't build a tire. Getting power to the ground has become the hottest issue in road racing.

For the second year in a row tires have become a major issue at Daytona, where unusually high demands are placed on them. It is the only circuit in the world where the full potential of the potent Formula 750 monsters can be unleashed.

Last year's race turned into a game of wits, the object of which was seeing who could guess how long his rear tire would last. Both Roberts and Cecotto started the race on tires they knew wouldn't go the 200 miles unless they cooled it. They knew the quicker their lap times were, the shorter their race. Roberts' tire gave way first, Cecotto finished with the cord showing through. Everyone went away with a firm resolve to have tires the next year that could cover the whole 200 miles at a competitive speed.

Tire technology is basically a trade-off. To oversimplify a bit, either a tire sticks and gives good traction, or it wears well. There is no free lunch. The softer the compound, the better the traction . . . and the greater the rate of wear. For several years all tread has been removed from road racing tires; these "slicks" have a shape which has been designed to put the greatest amount of rubber on the road at all angles of lean. The tire engineer also has to consider the compound or formula used to make the rubber. Tire rubber is a mixture of natural rubber, artificial rubber, oil, carbon black and many other ingredients. Varying these ingredients creates varying rates of softness. The usual procedure is to build tires with various compounds, rent a track, and mount your tires on the best rider/bike combination you can find.

That is exactly what Goodyear has always done. Kenny Roberts and Goodyear have been testing tires at Daytona during January and February for several years. The only difference this year was that the wonderful winter of '77 put snow on the ground and ice on the oranges in the Sunshine State for the first time in history. By the time Kenny could get on the track, frost had cracked the surface, the temperature of which was still so low that they couldn't get the tires up to racing temperatures. To top it all off, an unusual amount of winter rain in Florida cut down available testing days and washed the oil and rubber coating off the track, resulting in extreme abrasiveness.

The result was that everyone went into Daytona race week with a lot of questions remaining about how their tires would perform. As luck would have it, rain fell on Monday, and also on Thursday. There were enough questions left unanswered by Friday that many of the teams were busy modifying their bikes with quick-change rear wheels. Both Baker and Roberts had their bikes modified to the point that they could make a complete change in 30 seconds. Many other teams didn't even have a spare wheel to change to!

On Saturday morning the AMA released word that the race would be split into two heats in the interest of safety. After 32 laps (123 miles) the race would be interrupted by a one-hour intermission. The remaining 29 laps would then be run. This triggered a barrage of protests, which resulted in a hurried riders' meeting being called. The FIM requires that 50 percent of a race be run before it is considered complete; the AMA requires 60 percent. Because this was a world-caliber race and the FIM preeminent, in the end the race was broken down into two 26-lap segments (100.62 miles) with the Olympic-FIM scoring system used to determine the winner.

Prudent, perhaps, but not a very exciting way to run a race. Daytona's greatness has grown from the fact that riders have to run an uninterrupted 200 miles in order to make it to the winner's circle. The Daytona International Speedway people were not excited about a pair of 100-mile races. They are also not happy about the one-brand racing at Daytona and would like to see some NASCAR-type restrictions placed on the bikes. Limiting horsepower and making tire changes mandatory would put some real competition and excitement back into the system. People don't come to look at lap charts and trap speeds, but at real racing.

What will next year bring? A real 200-miler, we hope. One in which the contestants will be advised that rubber, like gasoline, is susceptible to being used up and may require replacement. They should come prepared to make a tire change, and, mandatory or otherwise, it should be done on a rider's own time. The NASCAR boys have it down to 18 seconds; Yamaha does it in 30.

But the entire exercise may prove a moot point. Goodyear measured the rear tread depth of Baker's and Roberts' tires after the 100-mile sprint and found the wear to be only 28-30 percent. Riders in the 10th and 12th positions showed only 10 percent wear. In effect, Goodyear has done their tire testing for 1978 and will now be able to document the wear factor when they walk through the gate.

The point is, it should all be settled out front, now, to eliminate the pre-race paranoia that existed this year. If a tire change is still deemed advisable by the AMA, let them say so now. The fans will eat it up, as they do at the big stock car races. But we don't need to destroy tradition to change a tire. Let's bring the bikes up to the race, not the race down to the bikes.

DAYTONA '77 THE 27th ANNUAL ALLIGATOR ENDURO

Alligators, Armadillos, Average Speeds And Abundant Smiles

Daytona is probably the largest migratory phenomenon of the "professional spectator," who, when dissected, is found to get extreme enjoyment from watching the big races, especially during Speedweek. At Daytona, there is the ever-popular "spectatorial/participitous" strain of this species, who uses the Alligator Enduro as one of his instinctive outlets. This is one event of the week in which the spectator can get involved. Many an enthusiast who comes to Daytona adds an enduro machine to his list of goodies brought to the orange juice state.

The Alligator is run on Thursday, just one day before the bigger races on the pavement get down to serious business. For many of the competitors, this is the one and only event run on a dirt machine all year.

While still in the sunny confines of California, two of our staff members, Rich Cox and Brad Zimmerman, challenged each other to ride the Alligator, a feat that was enhanced by a $20 bet, a free lunch, and the fact that to get a motorcycle to ride the Alligator, get it shipped to Florida, and find a pit crew was the ultimate challenge.

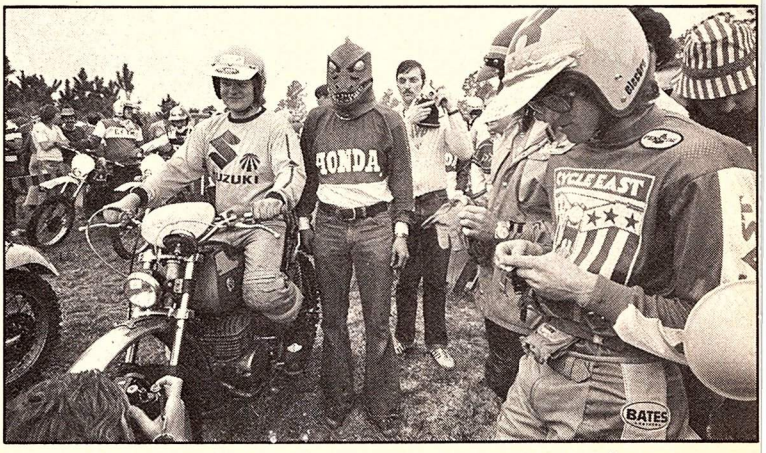
Cox somehow buffaloed Bultaco into sending a Frontera to Daytona for him. Zimmerman threatened Husky's PR man, Bob Drake, with a paternity suit, and got a 360 Burleson Replica as settlement. Apparently, Drake was so distraught, he didn't even request a pregnancy test on Zimmerman to see if he had any bargaining power.

The actual start of the Alligator was located just behind the big D's oval, in a grass field that was subjected to many a motorhome's full lock sideways slide due to the morning dew.

At the eight o'clock riders' meeting, everyone learned how to set a watch. "Now Mickey's right hand should be on the eight and his left hand should be on the two. All together now . . . "

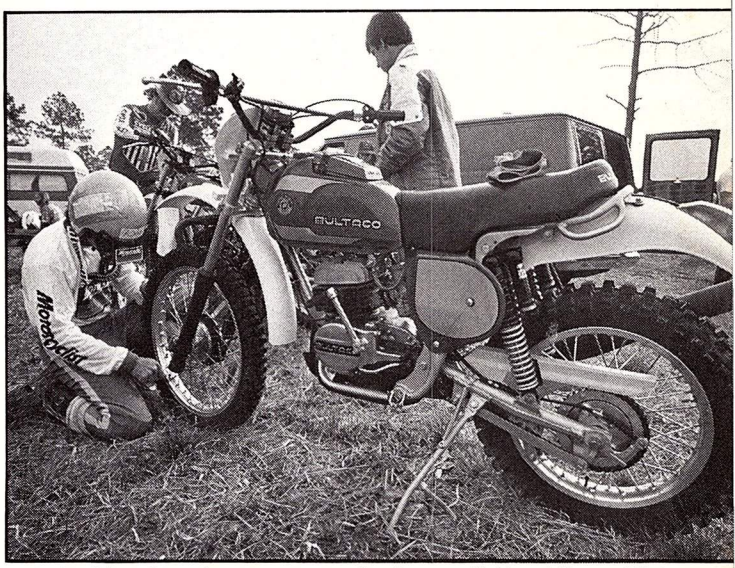
From the start area, the riders were routed down a few sandy fireroads at a constant 24-mile-per-hour average. Florida sand fireroads are neat. No matter what you do, the front wheel wiggles, the rear squirms, and the center of the bike flexes due to the shifting sands, resulting in a Ricky Ricardo impression of doing "Babalou" while wearing a truss.

The first "tight" section was approximately two miles long, and consisted of the sharpest, tallest, firmest whoop-dee-doos in captivity. Just about everyone experienced the same thing while trying to ride through these mini Mount Everest mounds. The forks



Dick Burleson tries to seriously set his watch, while an alligator wearing a Honda jersey bothers an embarrassed competitor wearing a Suzuki jersey, riding a Bultaco. Only at the Alligator . . .

Motorcyclist's Brad Zimmerman shows Cycle's Dale Boller how to do rear wheelies with the front brake, while Boller practices wearing goggles on his mouth, holding his lunch in a camera case, and locking his head to his shoulders with a cable.



A little bit of tuning was required on all the bikes. Rich learns the fine art of tightening spokes on a brand-new bike, only to run out of gas after the finish because of the tank's small capacity.

"Okay you guys, listen up. This is the front of the motorcycle. It should always lead. If it gets behind you, then you can start worrying."

Before he got muddy and wet, Rich Cox attempted to strike a serious pre-race pose on his test Bultaco 370 Frontera.

would first bottom out between humps, then top out at the peaks, and then bottom again. If you had brought a beer along in your enduro jacket pocket it would have surely blown you to bits long before the whoops ended.

The Daytona 200 Motorcycle Club set up the course in such a way that both the expert, or "A" rider, and the "once a yearer" could enjoy the 70-mile trip. The pattern soon emerged. You rode down a few miles of sandy fireroads, trying to maintain the seemingly slow 24 mph average, always waiting for that checkpoint to come along. For some riders, this part was frustrating. It doesn't take too much riding talent to ride in a straight line at 24 mph. But going faster only brought about the possibility of coming in too early or "burning" the checkpoint, resulting in double penalty points and a lower finishing position.

After the roads seemed to bring the rider to the brink of insanity, the course suddenly dipped again in the woods, with a narrow trail, muddy crossings, and numerous wet logs to negotiate over, while trying to stay upright. It was in these sections that the better riders acquired smiles on their faces. You really had to push both yourself and your machine almost to the limits to try staying reasonably on schedule. Most riders ran about two minutes behind schedule.

At about the point where your tongue was hanging down to your knees, and you had thought up a great excuse for quitting, ("an alligator ate my bike"), the tight section would end, a checkpoint would appear, and once again that good old fireroad came through, allowing you to rest and eventually decide that maybe you could continue.

For the majority though, the tighter and harder

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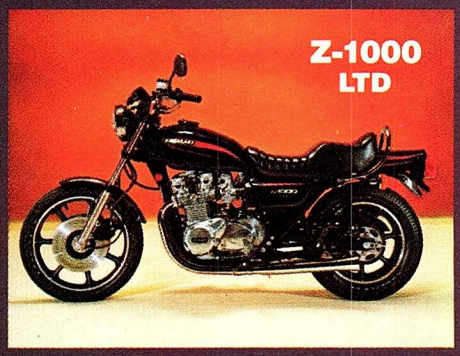

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DAYTONA '77

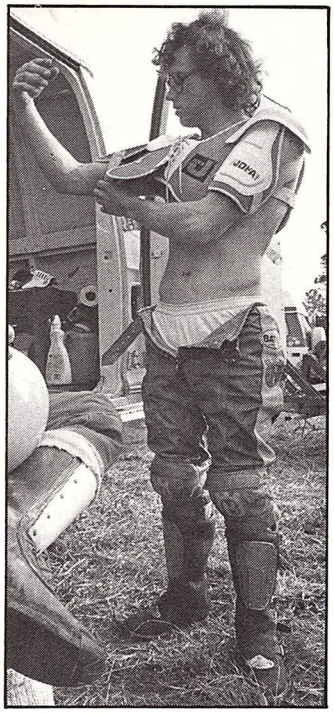
wood sections were taken in stride. Many of the riders don't take the Alligator seriously enough to try to ride hard and fast. It's mainly a way to blow the cobwebs out, get ready for race spectating, and a chance to see the countryside.

And beautiful countryside it is. There is one outstanding section the Alligator ran through that was extremely thick in underbrush. Swishing through the palm trees and smaller trees, the course was so narrow and overgrown that you couldn't see more than a foot to either side, and the bushes were so close together that often your wheels disappeared in a blur of green, making contact somewhere, unseen below, on dark moist earth. If you managed somehow to get off the trail, you'd better have rescue flares.

Just to keep you on your toes, a few trees had grown suspiciously close together, and appeared to get great pleasure out of grabbing and locking on your front brake lever or pulling in the clutch. Naturally, many of the riders didn't get to hear the trees chuckle and giggle among themselves. They were too busy trying to get their bikes back under control.

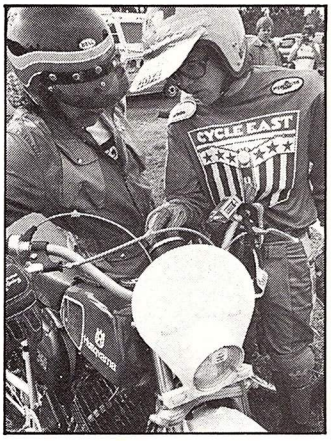
Then there were the ruts. It would seem that anyone could ride through a muddy rut. Why, you just pilot the bike towards the rut, let the wheels fall in, and gas it. Not so. Some of the ruts were deceivingly deep. The hot set-up seemed to be that of going into the rut, unstylishly taking your feet off the pegs, and paddling or skiing your feet on the ground at each side. This worked occasionally. But once in a while a rut would come along that was a bit deeper than most. The bike would drop in, the legs would go out as stabilizers, and due to the depth, the handlebars would come down on your kneecaps, drag your legs into the mud, stop the bike, put your solar plexus into the crossbar, knock the wind out of your lungs, and jam up the whole system. Must have been really a gas to watch, but not too entertaining to the victim. Lots of Instamatic film was used in these sections.

Ever wondered how Burleson keeps on winning enduros? We'll let you in on the secret: This is Phase #1 of the Burleson Pre-Race Ballet. The shoulder pads are ceremoniously handed to the National Enduro Champ by buddy Buzz.



Phase #2: The pads are pulled over the head, giving Dick a good chance to flex his biceps, scaring the opposition with his brute and mighty strength.

Phase #3, and the clincher, is the pirouette, where Burleson demonstrates that even though you are muscle-laden, you must still have the poise and agility of a Swan Lake participant. Notice how Rich Cox picked up on all these tips.



Dick makes a futile attempt at trying to explain timekeeping with the special Burleson 24-mph VDO to Brad. After about the third time through, Zimmerman was vaguely getting the idea.

One last safety precaution at the start is where Burleson dials in one of his two watches to the official starter's timekeeper. Note the serious look on the Penton rider, who doesn't have a watch, but goes through the motions anyway.

Florida, being Florida, had lots and lots of water puddles. Some ranged from three inches deep, to depths looking as though the Loch Ness Monster could inhabit the pool. Various methods were used here, the most popular being, "Let's wait for somebody else to come along and let *him* find out how deep it is!" One brave soul waded into one water crossing, found it to be only thigh deep, and then on his return, tripped, fell face down in the water, and due to having his tools in his enduro jacket, proceeded to sink like the proverbial rock. His friends were laughing so hard they could barely pull their buddy out by his helmet strap in time.

continued

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DAYTONA '77

Bikes are not allowed to start until the rider's minute comes up. Note the Honda rider who said later, "Why should I wear a visor? Everytime I fall down, the damn things break off anyway!"

Rich Cox checks out traffic behind as Jody Nicholas gasses up his thirsty Bultaco. Note the beautiful black mud and water, foreign to California riders.

In the beginning of the event, the clouds threatened to disperse a little moisture, yet the first hour's worth of riders got off to an unscathed start. Right around the 12 o'clock mark, when the first series of riders were finishing the course after starting near 9:00 a.m., the rain began, coming down steadily.

In the tight sections, the rain didn't make too much difference. It was already extremely wet (Florida tradition). The only problem was when trying to make up time in the sandy fireroads, some riders got a case of the weaves, due to the limited visibility.

In one checkpoint, there was what is sometimes called an "uncooperative clock," which ticks to a different drummer. This particular timekeeper was about two minutes ahead of the pack, resulting in many riders coming in "hot" to the checkpoint.

Zimmerman, who before the checkpoint felt he was doing so well that he would ask Husky for a factory ride at the finish, came in two minutes early to this checkpoint, and was involved in the following dialogue:

Zim: "According to my watch, speedo, and my natural inborn talent (gasp!) for time keeping, you guys are running about two minutes fast here."

Checkpoint person: "Impossible. Lots of guys are hitting this one on time. It's just you guys who think you know what you're doing that are coming in two minutes early."

Zim: "Then I'm not the first one?"

Checkpoint person: "Nope. There's been about 10 guys ahead of you who have also claimed that this checkpoint was two minutes early. All you guys who are keeping time are saying the same thing."

Eventually the checkpoint was thrown out because the clock was off by two minutes. After hearing that the clock had been reprimanded, Zim's head swelled so badly he had to get a bigger helmet the next day.

In the points tally, Can-Am's factory enduro rider Skip Olson had won, dropping only one point and winning the tie-breaking checkpoint. Jack Penton had also dropped only one point, taking the win in the Open "A" class, but Skip timed the tie-breaker better, and was a few seconds closer to perfect time than the Ohio resident.

Our own two entrants didn't fare too badly, but lost due to brain fade. Zimmerman dropped two points. Before the start he was foolish enough to sign Dick Burleson (3-time National Enduro champ) up in the Executive class, along with himself and Rich Cox. Burleson also dropped two points, and easily blew Zimmerman out of the water by almost zeroing the tie-breaker.

Rich Cox dropped four points. Among other things, he claimed that he got behind schedule because he had to stop and pick up three stray kittens that had wandered onto the track, wave to his many cheering fans en route, stop to sign autographs, and eventually at the finish, find out exactly how far a Bultaco 370 Frontera will go on a tank of gas before running dry. Due to Cox's four-point drop, and Zimmerman's mistake of signing up the National Enduro Champ to ride in their class, neither staffer won the $20 bet. Instead the money was donated to their favorite charity, the Pasadena Home for Unwed Furniture.

If you get to Daytona for next year's festivities, make sure that you pencil the Alligator enduro into your schedule. It's a fun ride, consisting of about 70 miles of trails, one gas stop, and numerous incidents for bench racing purposes. It can be easy, or tough, depending on your goals at the start. But you get to see brown and black dirt, greenery everywhere, and if you're lucky, one of Florida's famous fuzzy walking helmets, known to people like Marlin Perkins as armadillos. Just about everyone finishes the Alligator with a smile. *M*

ALLIGATOR ENDURO RESULTS

200 A	**pts.**	**100 B**	
Fred Klipple	4	Larry Dudley	5
Larry Schneider	5	George Wentz	6
Kevin Snapp	5	Bruce Ferreault	9
Open A		**125 B**	
Jack Penton	1	Brank Wood	5
Herluf Johnson	2	Dan Jeter	7
George Peck	2	Stephen Dicks	10
Senior		**200 B**	
Will Edmundson	4	A. L. Bair	2
John A. Penton	4	Cary Seibert	3
John Cooper	4	Greg MacEachern	6
Women's Division		**250 B**	
Nita Fussell	15	Bruce Beckwith	3
Terry Ray	27	Tony Dalessio Jr.	3
Peggy Scott	34	Bill Whitcraft	4
Executive		**Open B**	
Dick Burleson	2	Paul Price	4
Brad Zimmerman	2	Carey Smith	4
Rich Cox	4	Keith Jobson	4

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DAYTONA '77 SUPERCROSS

Flyin' And Floppin' Courtesy Of Gary Bailey

By Brad Zimmerman

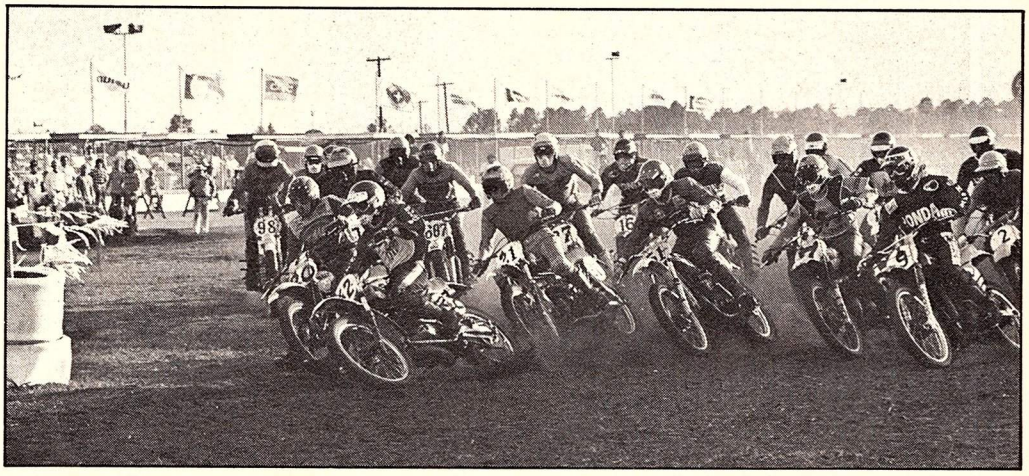
Saturday is Dirt Day at Daytona Speedway, mainly because it's the day that the motocross, or Supercross (as it's being called now) is run, occupying the infield section of the track between the front straightaway and the pit road.

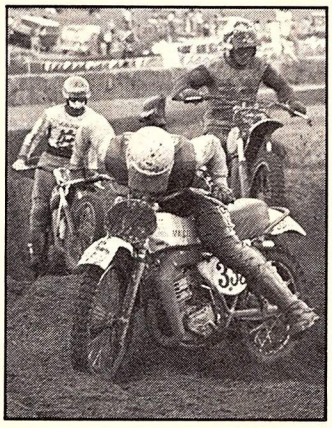
The Supercross event is run in the new supercross style, with four qualifying motos, one semi-, then one consolation final, and at the end, the big final one-moto heat, where anything goes, and the guy who crosses the finish line wins, without the benefit (or hinderance in some cases) of two or three motos used to figure an overall winner.

The course at Daytona is traditionally designed by Gary Bailey, former Bultaco factory rider, holder of many motocross schools, and owner of the longest set of legs ever to slide around a motocross track in professional racing. Keeping with his usual style, Gary went all out designing this course, trying to make it hard to negotiate for the riders, demanding that they use as much skill as possible to get good lap times. Unfortunately, it didn't work out that way.

Take for instance one spot on the track that was designed to get the riders up on tippy-toes to successfully make it through. It consisted of a ramp type of uphill, followed by a sudden drop-off, a large pit in the ground, and finally, back up to normal ground level. The idea was for the riders to blast up the ramp, hit the brakes at the last second, ride down the steep wall into the pit, and pop back up to normal racing elevation. For the first few minutes of practice, it worked out that way. Then this kid on a stock Yamaha came along . . .

"I can jump over that," said Bob Hannah.





In practice, there were a few mistakes made by riders not used to competing on supercross tracks.

"You sure?" asked a wondering team manager, Kenny Clark, "it's pretty far and you're riding the stocker, remember."

"No problem," stated Hannah. Then he fired up his bike, went one lap around the course, and without any "to-doo," went up the ramp, cleared the pit, hit the track again where it was level, and cut about three seconds off his lap times.

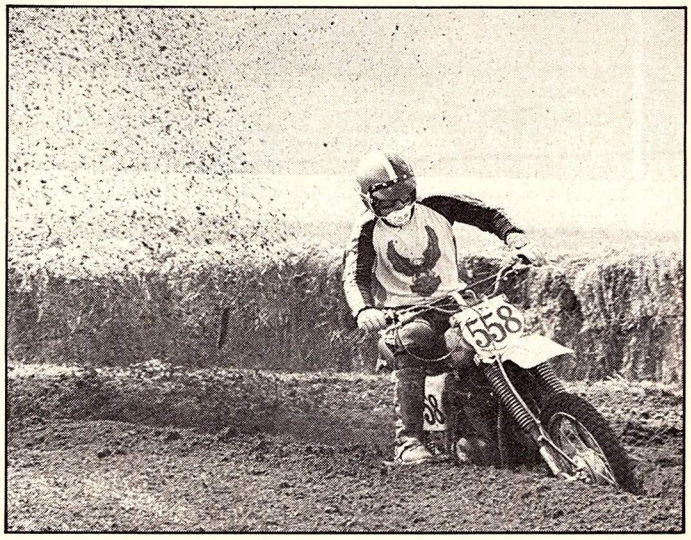
Of course, once one guy's done it, everybody has to try, because you can't win if you take three seconds longer. Soon every rider entered was sky-shooting off the ramp, clearing the pit and landing softly on the other side. Of course this didn't happen without a few "incidents."

Like when Jim Pomeroy jumped and hit a hay bale.

Or when Marty Tripes got a good run at the jump, cleared the pit, the landing area, the next right-hand corner, the corner tires, a confused Gary Bailey—and about two riders.

And when two unidentified riders (their choice, not ours) went into the section together. Rider A was going to ride through. Rider B was going to jump. Somewhere their lines got crossed, because rider A

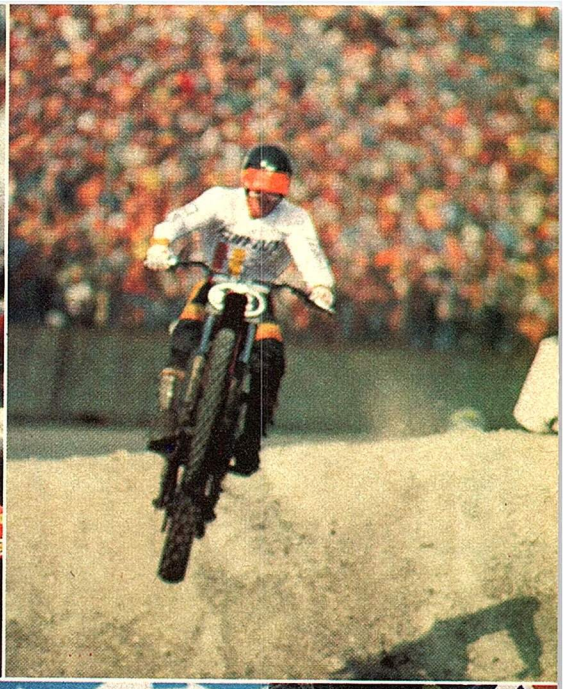
When you weigh only 130 pounds, you've got a very fast Bultaco, and you know how to start well due to previous night motocross training, you get the holeshot often. Kenny Zahrt qualifies in all categories.

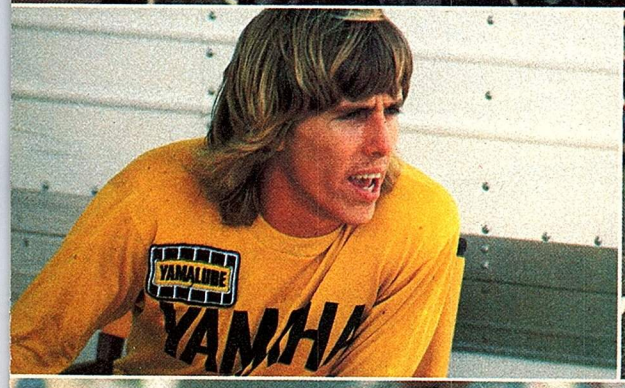


A few of the corners were one-rut affairs. If you didn't have the right line, you didn't get through the turn.

Top left: Marty Smith #9, forces his way through the crowd. Top right: Jimmy Ellis nearly won the main. Center right: Jim Pomeroy, who's racing in the USA this season. Bottom right: #29, John Ayers in the process of changing Gary Bailey's racetrack architecture. Bottom left: Bob Hannah about to catch the next higher gear. He made it 12 in a row with this one. Center left: And doesn't look a bit worn from it. Center: Gary Semics between races looking over the Alligator Pit.

9
SMITH
9

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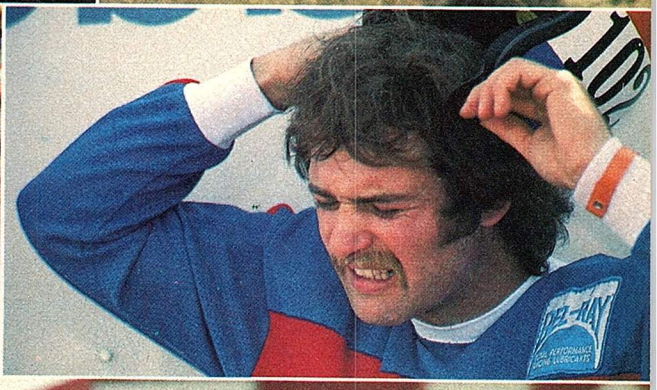
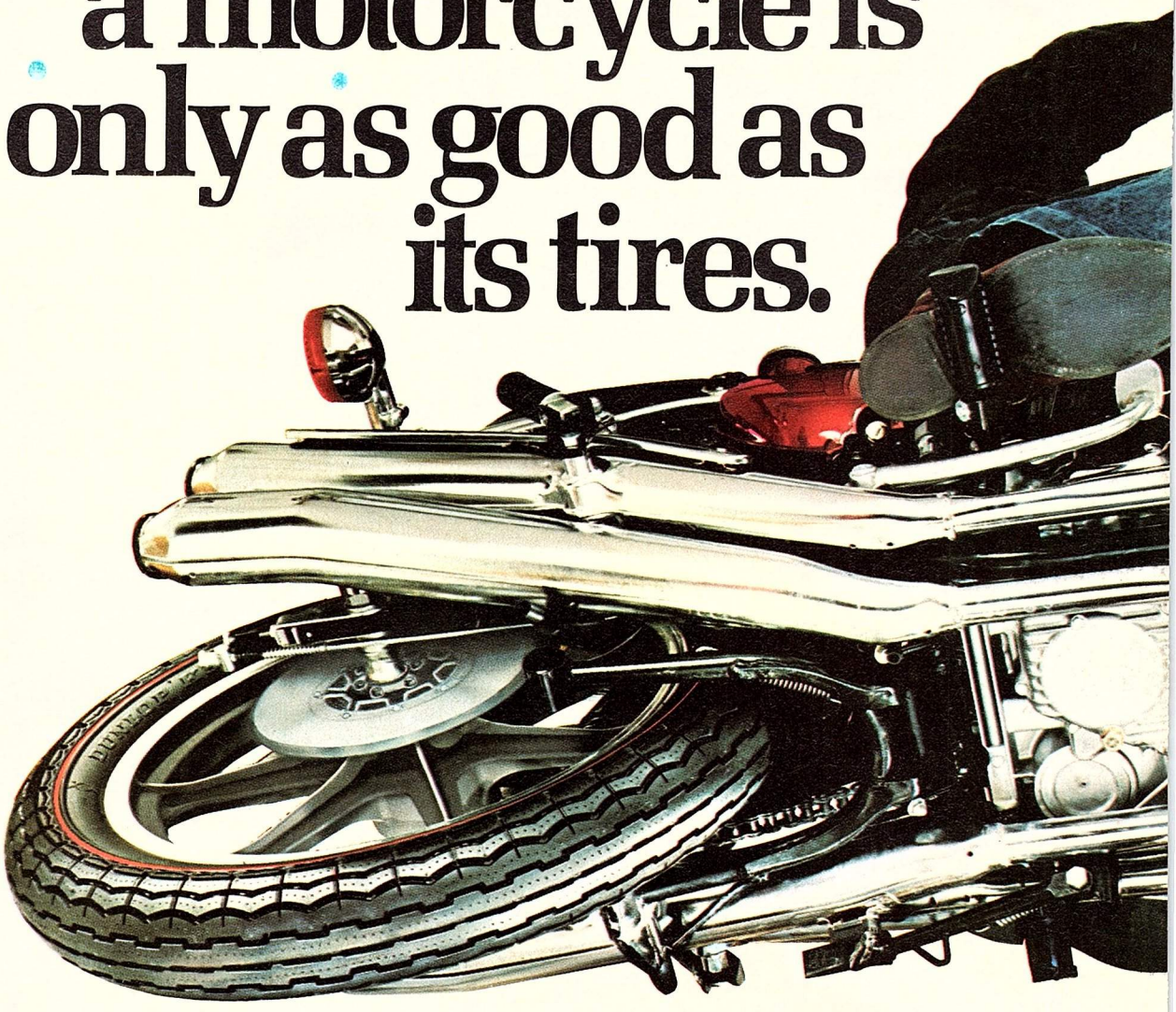


YAMAHA

29

At Dunlop, we believe a motorcycle is only as good as its tires.



There are some mighty fine high performance street bikes on the market today, all with the most advanced performance and control features.

But the single most critical factor in motorcycle control and performance is the tires. And Dunlop is the number one name in motorcycle tires.

Ask the people who make cycles. The manufacturers of 75 percent of all motorcycles sold in the United States choose Dunlop for original equipment. The reason is superior technology.

Dunlop Tires Are Race-proved.

Time after time, under the most grueling race conditions, Dunlop technology has come to the fore. Like the Dunlop K-81, the industry's first tire with a Trigonic (triangular) profile that bites even at a 45 degree lean.

Dunlop pioneered belted construction in racing tires. Dunlop belted tires were used by the winners of the 1973 and 1974 500 cc, 350 cc, and 250 cc World Championships and Superbike Championships. And the first five finishers in the 1975 LeMans 24-hour race ran on Dunlop KR-91 belted tires, without a single tire change.

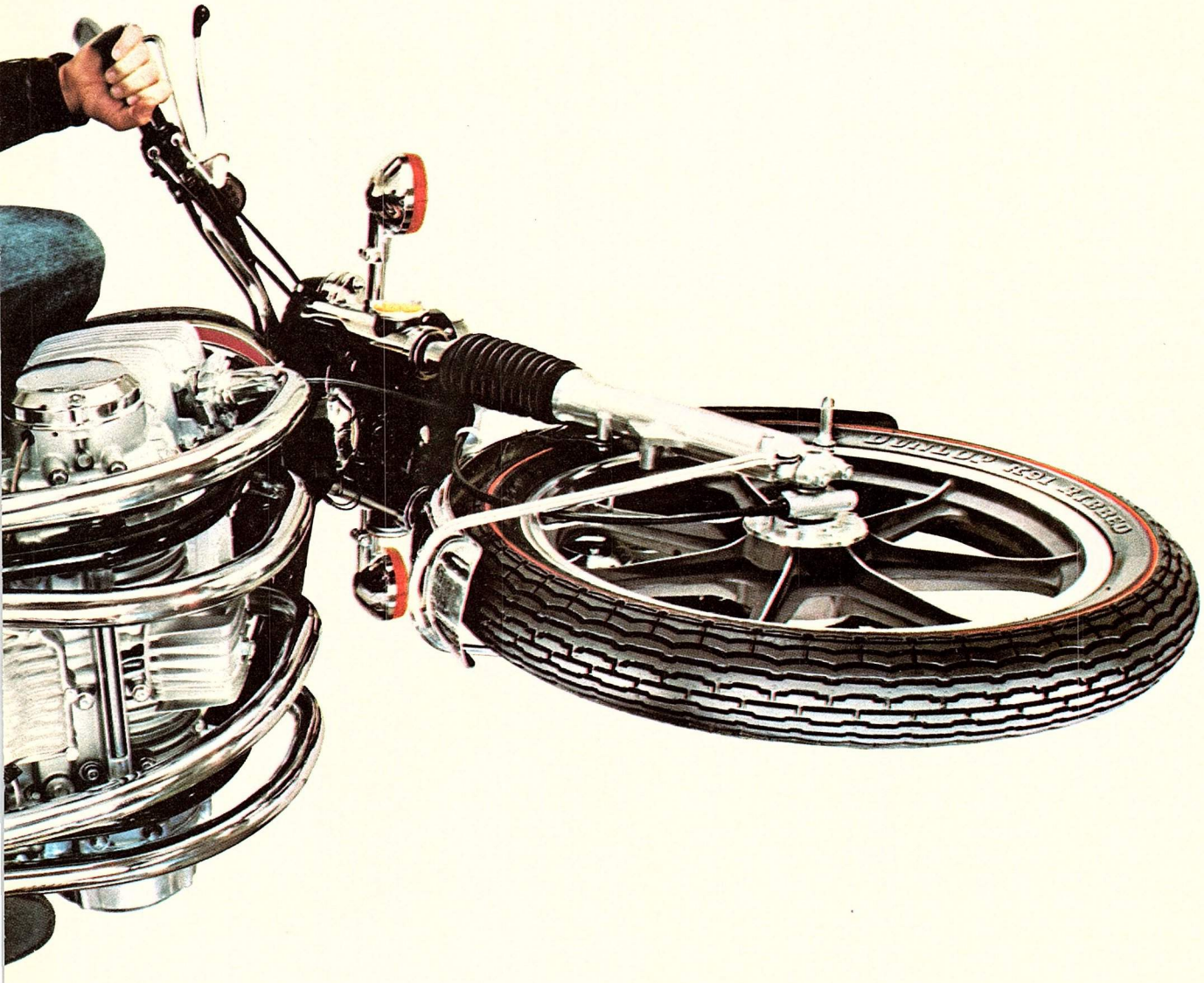
Which brings us to our latest offering, the Dunlop K-91 Tire Performance Package, a result of the racing success of the KR-91.

A Revolutionary Tire System from Dunlop.

The K-91 rear tire is belted/bias construction, another industry first, with belts of Kevlar*, the first fiber developed specifically for tires.

Kevlar, pound for pound, is five times stronger than steel! Kevlar belts stabilize the tread for superb high speed performance, excellent mileage potential, and strength to resist road shocks.

K-91 front tires are bias ply construction, with a ribbed tread pattern for directional stability, steering and cornering control. Both front and rear tread designs



incorporate deep groove water clearing channels and aqua-jet shoulder ducts for water dispersion and wet grip performance.

The K-91 front and rear tire combination is V-rated.

Our Track Record Proves Our Point.

You can't talk about a motorcycle's performance or dependability without considering the tires.

And when it comes to tires, no one has a better track record than Dunlop. A track record that really pays off in performance and dependability on the street.

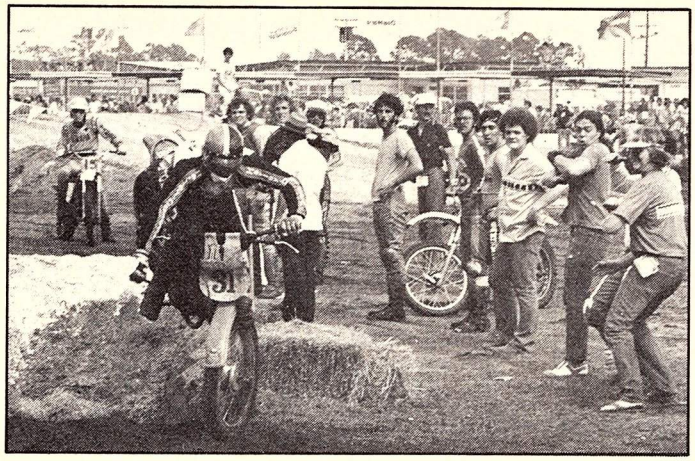
More cycles ride on Dunlop than any other tire in the world.

DUNLOP

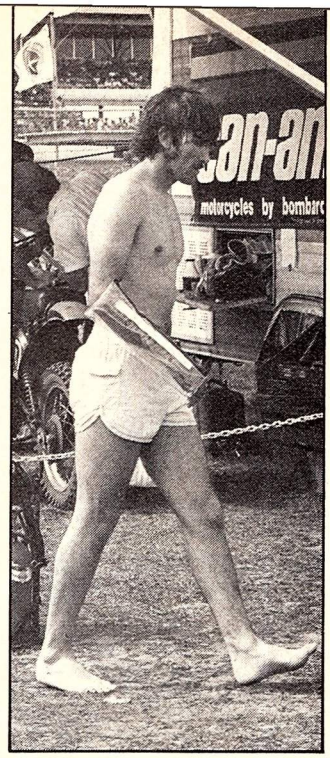
Dunlop Tire and Rubber Corp., Buffalo, N.Y. 14240

*Kevlar is a registered trademark of the DuPont Company for its aramid fiber.

DAYTONA '77



Rex Staten had an "off" day. He made a mistake on the infamous gator jump, stuffed the front wheel into the exiting wall, and flipped.



The end result of miscalculations. One bent motorcycle, one less entrant, and a broken wrist.

was keying off Rider B to find a braking point, and suddenly found himself in the air—where he didn't want to be. The scream could be heard all the way in the back chicane of the road race course.

Then there was the famous (now infamous) Gator pit that was also designed to be ridden through, and not over. It was a nice looking section, where there was just a big pit, about six feet deep, dug out of a normally flat section of track. The idea here was the same—fly up to the lip, hit the brakes, ride down into the pit, and pop back out the other side. There was even a lip on the entry side to kick up the rear wheel a bit and add some excitement to the rider's chores.

Unfortunately Kenny Zahrt didn't see it that way. One time around Zahrt hit the entry lip hard and fast, flew about three feet into the air, and completely cleared the pit. The roar and appreciative clapping of the crowd proved that this seemed to be the hot set-up. Rider after rider were now jumping over the pit. Some were a bit shaky, just barely clearing it to the other side. Others had feet to spare when landing. Gary Bailey just walked around shaking his head.

Then the riders made the unfortunate, and for some, painful discovery that when you ride over sand, which was what the entry lip (now relegated to launch ramp) was made of, it compacted. This meant that every time someone used the launch ramp, it got a bit lower and didn't send the bike as far.

The first one to fall off was Ted Leeks. Not a really big fall, mind you, he got sideways off the lip and did a long sideways slide.

Then Bill Grossi came along, missed a gear on entry, put the front wheel into the far exit wall of the pit, and went over the bars, bending his forks, tweaking his already sprained ankle, and ruining his chances of a good showing.

The final clincher was Rex Staten. Nobody seems to really know what Rex did wrong, if anything. He just stuffed the front wheel into the pit instead of clearing the section. His Harley catapulted him onto the race track, and in keeping with usual Staten/motorcycle relationship, it pounced on him while he was laying face down on the track. Rex went off the track on a stretcher, and was later seen in the pits, his arm wrapped, with a suspected broken arm or wrist.

After Rex left, in a horizontal position, a tractor was brought into the section, the launch ramp was knocked down, and riders were forced to ride through, instead of jumping over.

Enter the next "skill verses hair" section, a spot comprised of two large hills, designed to be ridden over, between, and over again. It looked simple enough. You rode up the first hill, down in between, up the second hill and on down the course.

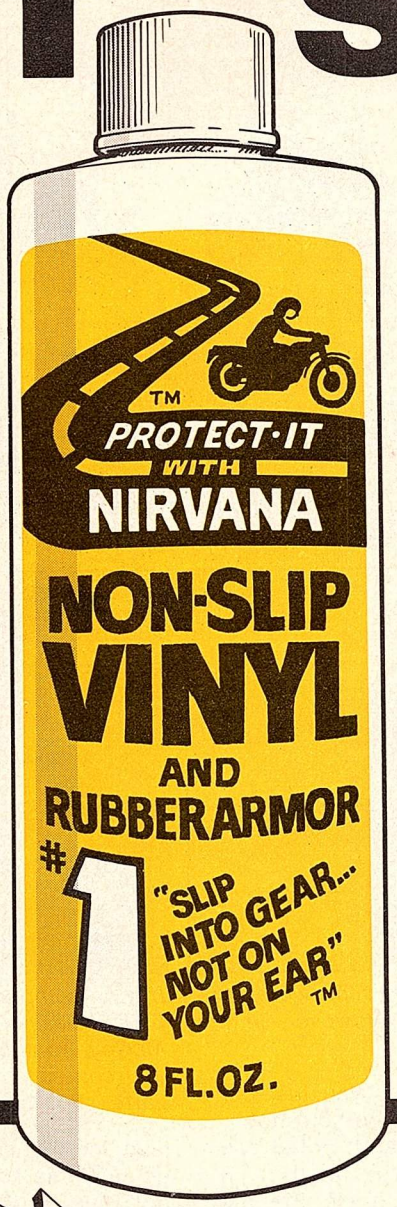
Naturally the riders saw it differently. With enough speed you could ride up the first hill, launch yourself into the air, clear the valley between, and come down on the second hill. Deduct another three seconds of lap times for this one.

Jimmy Ellis probably got pretty tired of seeing Kenny Zahrt's back. He had to pass Zahrt numerous times throughout the final moto.

The final thriller was a big jump on the front straightaway, in full view of the grandstands. This was by far the trickiest of the group, and many of the top professionals never quite mastered the method.

The jump consisted of an uphill section. About halfway up, there was a large bump, followed by about four feet of horizontal ground, and another bump. Monty McCoy, last year's 500cc class winner was first to figure this one out. With enough speed and by taking his weight off the bike at the same time, he could hit the bump that was mid-way up the hill, fly in the air, clear the second bump, and land on the flats beyond. The first couple of times it worked great. Only when McCoy discovered that he didn't have enough "lift," the solution got tricky. By pitching his bike sideways, in effect raising the machine a few inches farther, he could still clear the jump. Among the troops, only he, Gary Sem-

non slip!



Sure, you want to prevent rot and dry-out of the vinyl and rubber on your bike. Certainly, you want to regain the original gloss and color, but you don't want to slip on your ear in the process!

You've tried the "greasy kid's stuff," now try our Non-Slip Vinyl and Rubber Armor.

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Please rush 8 ozs. of your Non-Slip Vinyl and Rubber Treatment to me.
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I am enclosing $9.65, (instead of $3.70) for the complete Nirvana Protect-It Kit, #1—Non-Slip Vinyl Armor, #2—Chrome and Mag Polish, and #3—Painted Surface Polish.

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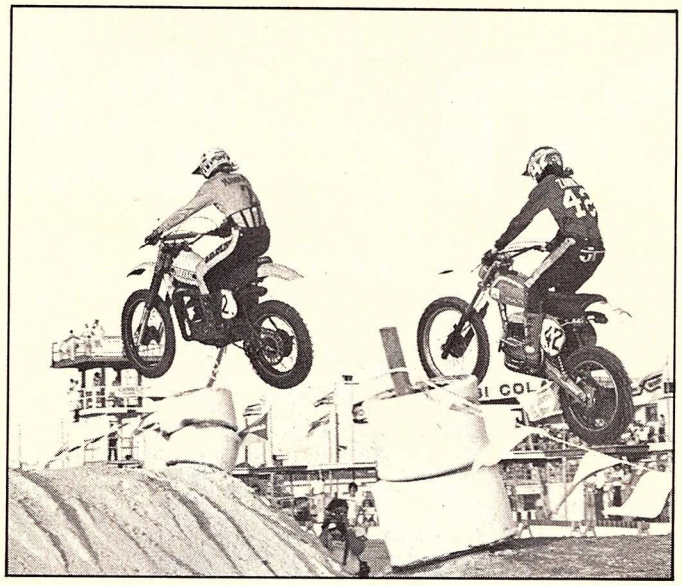
B

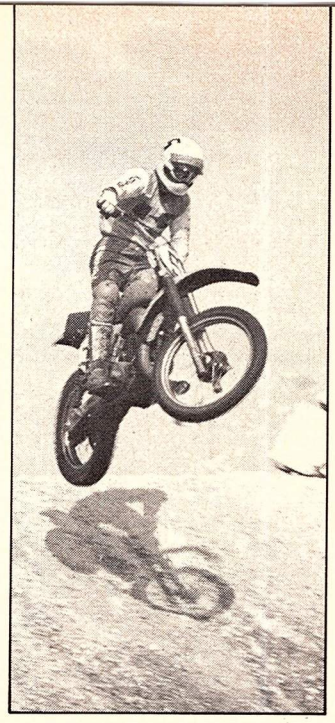
DAYTONA '77

ics, Marty Moates and Gaylon Mosier continually used this method. The other riders didn't like the odds and rode over in the normal fashion.

With the track redesigned, it was time for qualifying. Using the new qualifying method, there were four motos run, with the top finishers transferring to the main event. If you didn't qualify at the top, there was one consolation qualifying moto as a last chance.

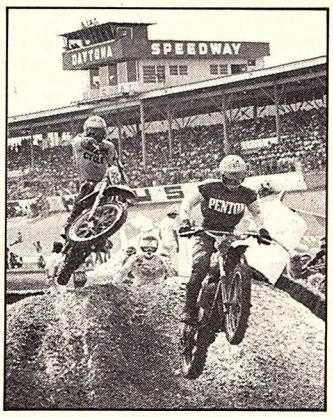


Hannah finally took over the lead and went on to victory by passing Zahrt in mid-air over one of the many jumps along the Daytona supercross track.



After winning his qualifying moto, Gary Semics surprised everyone by not getting the holeshot. When you're in the back of the pack at the start, it's close to impossible to get even near the front runners.

These jumps were not designed as jumps. You were supposed to ride between the two humps. However, in the interest of quicker lap times . . .



If you compare last year's 500cc class winner, Monte McCoy, to the other guys, you can see his definite bizarre style over the jumps.

After the consolation qualifier, there was a consolation main, which was set up for the riders who didn't make the big main event, but still wanted to ride for a few bucks.

With the consolation main out of the way, the final big main event was scheduled to be run. The money was riding on three of the contestants, Jimmy Ellis, Gary Semics, and Bob Hannah, all of whom had been victorious in their qualifying events, and had the fastest lap times of the group.

Breaking with a long standing tradition, Gary Semics didn't get his usual holeshot. When questioned later, the Kawasaki rider said, "I don't really know what I did wrong. All I know was that I was just about last into the first corner. I guess you just can't always get the holeshot."

Kenny Zahrt, riding again for Bultaco, filled in for Semics, and led the pack into the first tight right-hander. Jim Pomeroy, Marty Smith, Marty Moates, Terry Clark, Jimmy Ellis, and way back in 12th position, Bob Hannah took up pursuit.

The first few laps were hectic. Even with the course changes, and the few spots where the riders could get bizarre, there just wasn't much negotiating room to get around riders.

First to be reduced to spectator status was Marty Smith, who at the time was running in fourth position, behind Pomeroy, when his swing arm broke, allowing the chain to constantly fall off the rear sprocket.

Kenny Zahrt continued to lead for the first five laps, up until the time that Jimmy Ellis worked his way through the pack and took over second place. He held his Can-Am wide open, bumping the Bultaco rider in the corners, and trying to outjump him in one of the many airborne sections.

After having to follow for three laps, Ellis finally outhaired Zahrt coming into one of the jumps. In the long straightaway preceeding the launch ramp, Ellis kept the throttle open, the gears clicking upward, and once airborne, had a good ten miles an hour speed advantage over Zahrt. Ellis landed quicker, nudged Zahrt out of the way, and took the lead into the next right-hand turn.

But Zahrt didn't figure on finishing second. Ellis made a slight bobble coming out of the corner, going wide and into the looser soil. Zahrt saw his chance, dove to the inside, and regained the lead. It wasn't until the next lap, in the same spot, that Ellis again took the lead, held it through the tricky corner and started building up a five-second cushion.

Farther back in the pack, Bob Hannah on a completely box stock Yamaha was working his way through. He was stuck behind Terry Clark of Kawasaki for four laps, due to the width of the track, and the fact that regardless of how wide you went in a corner to get an advantage in the straightaway, there just wasn't enough room for two bikes in one spot. Finally, as Clark went to the outside of a muddy corner, Hannah pitched his Yamaha to the inside, got it completely sideways, in effect blocking Clark's line totally, and took over third.

Hannah had no problem reeling in Zahrt. He just left his YZ250 wide open, never touched the brakes and caught the Bulatco rider in

continued on page 106

The year's best 750cc touring machine.

The year's best 750cc tou

Cycle World recently named the Yamaha XS750 "the best 750cc Roadster; good enough to be considered among the world's top touring equipment, regardless of displacement."*

Indeed, since its introduction, the Yamaha XS750 has received praise from test riders from all the leading cycle magazines. They have characterized it as a sophisticated machine, an excellent machine, a totally new kind of big motorcycle. Some have even called it the "ultimate touring machine."

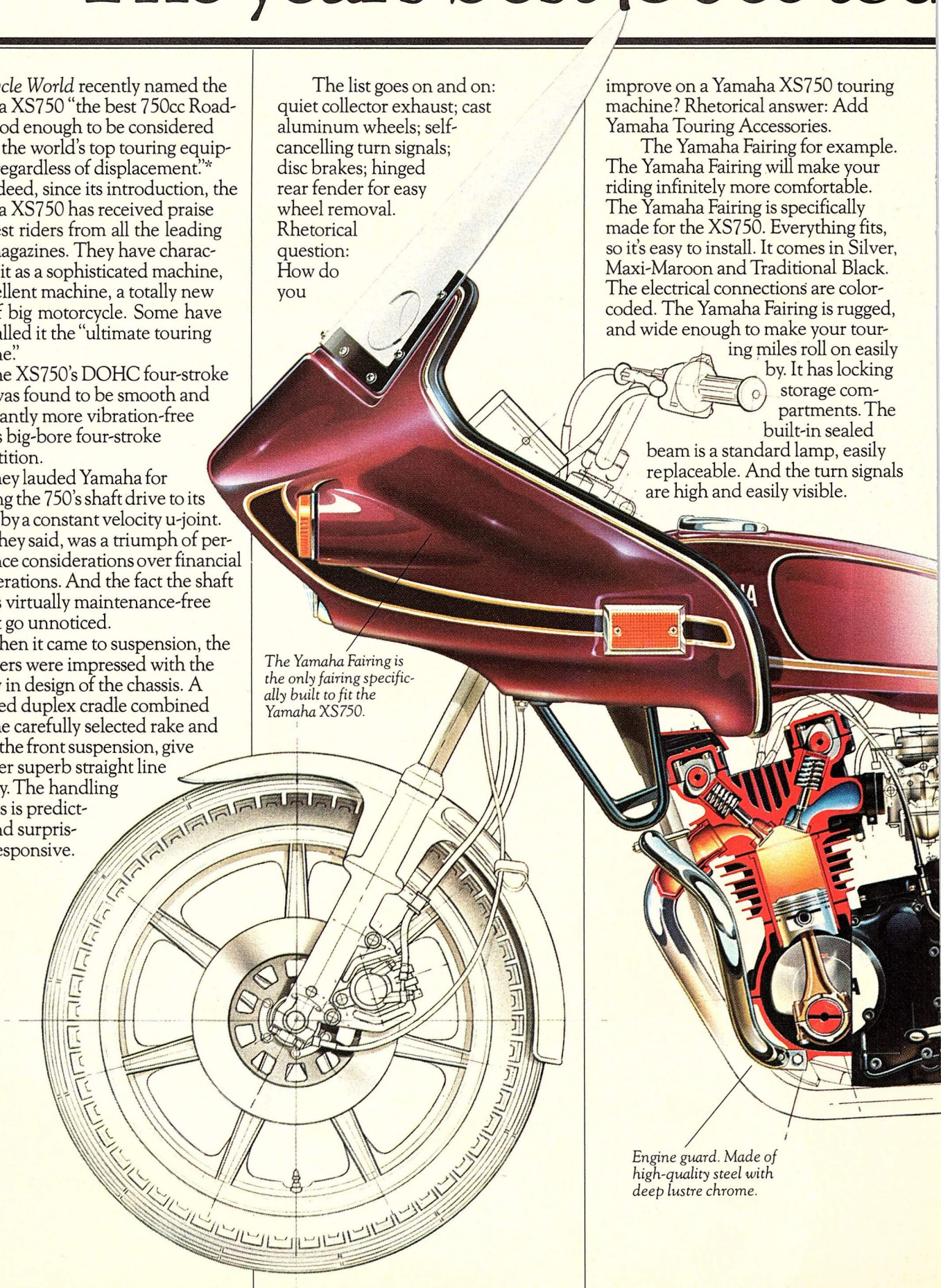
The XS750's DOHC four-stroke triple was found to be smooth and significantly more vibration-free than its big-bore four-stroke competition.

They lauded Yamaha for coupling the 750's shaft drive to its engine by a constant velocity u-joint. That, they said, was a triumph of performance considerations over financial considerations. And the fact the shaft drive is virtually maintenance-free did not go unnoticed.

When it came to suspension, the test riders were impressed with the rigidity in design of the chassis. A modified duplex cradle combined with the carefully selected rake and trail of the front suspension, give the rider superb straight line stability. The handling in turns is predictable and surprisingly responsive.

The list goes on and on: quiet collector exhaust; cast aluminum wheels; self-cancelling turn signals; disc brakes; hinged rear fender for easy wheel removal. Rhetorical question: How do you improve on a Yamaha XS750 touring machine? Rhetorical answer: Add Yamaha Touring Accessories.

The Yamaha Fairing for example. The Yamaha Fairing will make your riding infinitely more comfortable. The Yamaha Fairing is specifically made for the XS750. Everything fits, so it's easy to install. It comes in Silver, Maxi-Maroon and Traditional Black. The electrical connections are color-coded. The Yamaha Fairing is rugged, and wide enough to make your touring miles roll on easily by. It has locking storage compartments. The built-in sealed beam is a standard lamp, easily replaceable. And the turn signals are high and easily visible.



The Yamaha Fairing is the only fairing specifically built to fit the Yamaha XS750.

Engine guard. Made of high-quality steel with deep lustre chrome.

ring machine, improved.

We would also like to call your attention to the Genuine Yamaha saddlebags, back rest, luggage carrier, and engine guard.

"Genuine Yamaha" is not just an empty phrase. Each of these products must meet the most exacting standards of quality. We are quite ruthless about this. And each of the Yamaha accessory products is specifically built to fit your Yamaha touring machine: they save you the sweat and expense of adapting them to your machine.

The saddlebags are color-keyed to this year's 750s. They're made of a rugged fiberglass specially made for Yamaha, and they have weather-resistant gaskets, plus full dress wrap-around chrome guards.

Our other chrome accessories, we will be the first to admit, are not the least expensive in the world. But they are all made of dual nickel-plated chrome. It's the best made, and we wouldn't have it any other way. Check the luggage rack, for example. All the welds are brazed with brass, to smooth the joints. (And doesn't that inlaid vinyl tape look nice?) It's a costly process, but it gives you a finish that will still be there when lesser stuff is long gone. Put them all together, and you have, as we have said, the year's best 750cc touring machine, improved.

When you know how they're built, you'll buy a Yamaha.

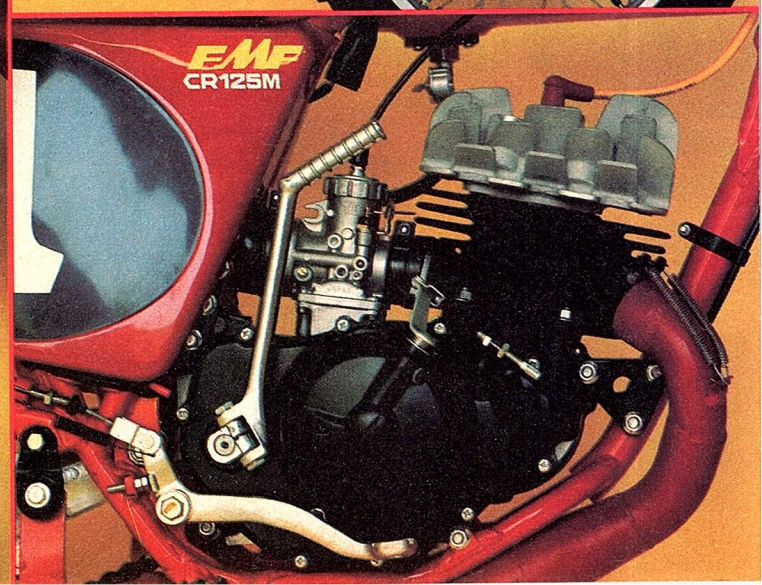
Back rest. Tough, tough vinyl, with zippered storage compartment.

Luggage rack. Dual nickel-plated chrome. The best. Tilts back for easy access to the service compartment under the seat. Has teakwood inlay. Class.

Saddlebag colors and graphics match 750's. They're made of fiberglass with weather-resistant gaskets.

**Cycle World—August, 1976 and October, 1976.*

Honda CR125 FMF Racer



If you can reminisce back to last month's Motorcyclist, you'll probably note that although we didn't rake it over the coals, we didn't jump for joy over the performance of our test 125 Elsinore.

At one time, the CR125 Honda was on top of the hill. Then the other guys came along, looked at what Honda had, stumbled a couple of times, and eventually surpassed the basic Elsinore.

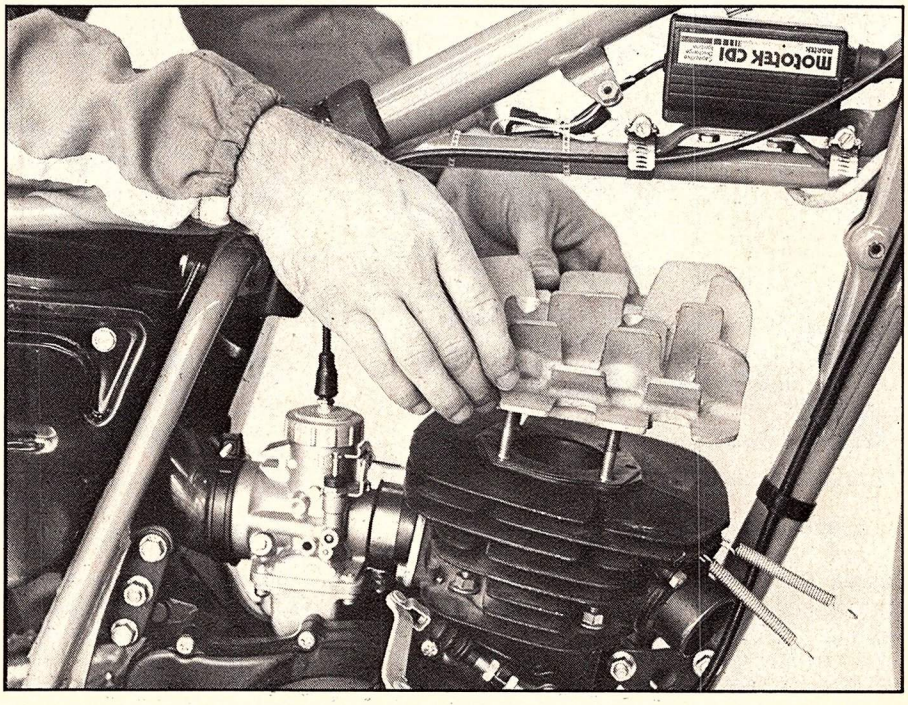
Yet, there is still such a large quantity of Elsinores at tracks across the country that it could qualify as a plague. Why? Because they're fast—and they have the most potential of the three machines to go even faster.

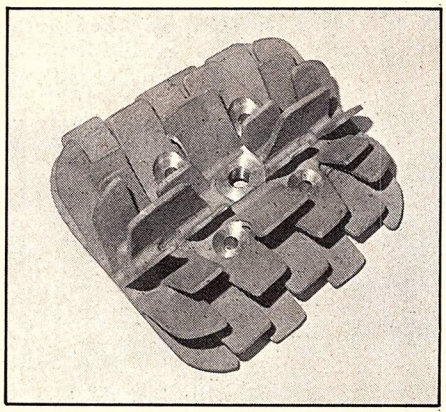
So here's what we did. We took a stock 125 Elsinore to Flying Machine Factory in Harbor City, California, and said, "Make it a National bike. Build us a monster that you could take to the starting line next to Marty Smith and Bob Hannah and not be at a disadvantage."

For FMF, this isn't as tough as, say, building the Superdome in New Orleans (which, embarrassing as it may be to the designers, is sinking slowly into the Louisiana swamplands). You see, FMF has been building National bikes for over three years, for riders such as Marty Smith, Warren Reid, Steve Wise, Ron Turner, and Danny LaPorte.

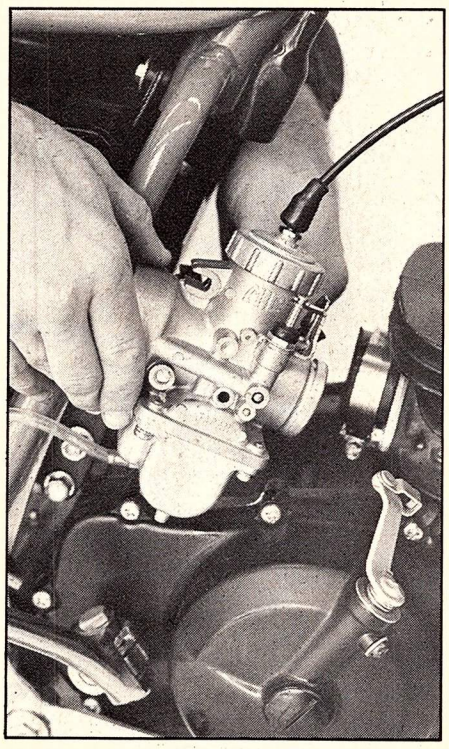
First the engine goes through a drastic change. It's brought from its stock pre-puberty stage to a mature horse-power monster. This is achieved through internal port trickery, by raising transfers, enlarging the intake and exhaust, and basic matching. For those of you really into land speed record attempts, a boost-port section can be added into the far cylinder wall, and a corresponding hole punched through the piston. Normally, the piston gets modified and tuned upon by the magicians in the porting room.

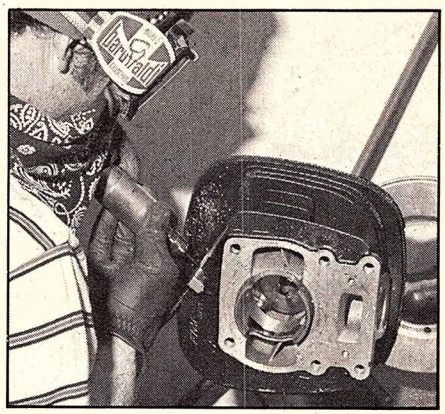
As with any other porting job, when you take away, you lose some of the compression originally bred into the machine. This loss is reincarnated through the use of a porcupine head, an item that's so strange looking that it's just got to work—there's no other justification for its existence. It certainly isn't pretty—even an apricot has got it beat in cosmetics.





After that, the stock carburetor is reverently drop-kicked and punted over the back wall. It doesn't have the capacity or capability to feed the breathed upon engine. In its place, a 34mm Mikuni is used, with special jetting, the combination of which is so highly secret that even the guys FMF orders the carbs from don't know what's inside the unit. Basically though, it's similar to a road racing set-up, and has a change in the float





level, needle jet, main jet and the float metering system. Don't tell them you got the info from us. They'll hang our spy by his gondola.

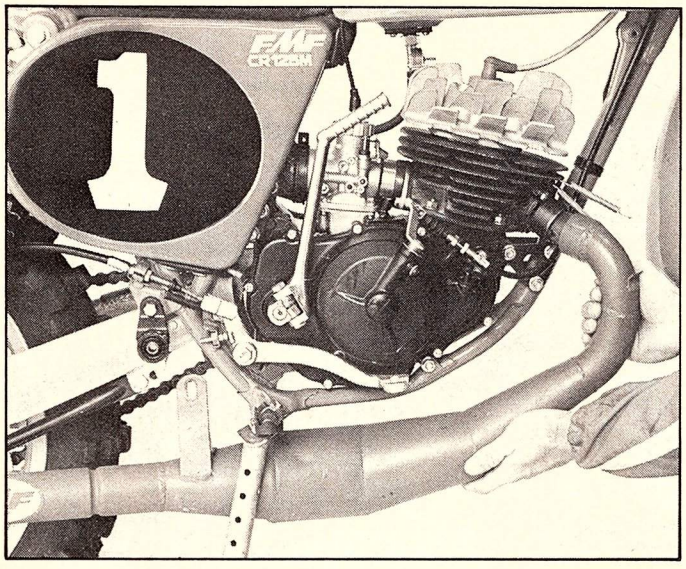
In order for the larger carb to fit up against the cylinder, a new intake manifold must be used. Usually the manifold off a TM125 Suzuki will bolt right up. In some cases, new manifolds must be manufactured from scratch to accept the larger throat sizes of the 34mm Mikuni.

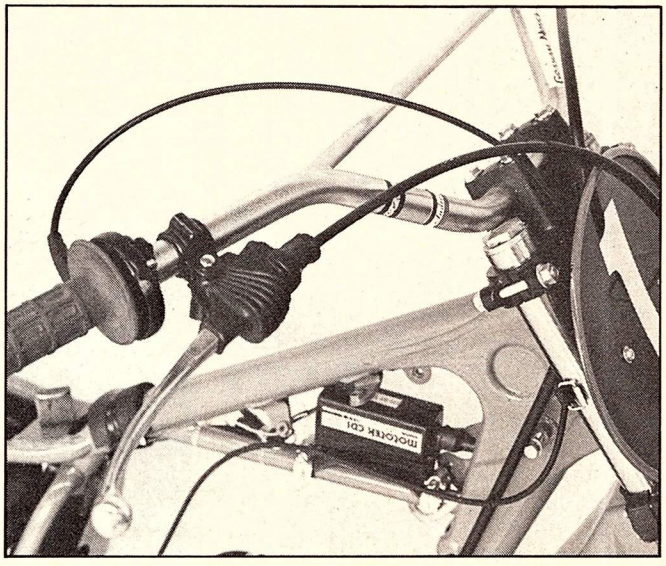
PHOTOGRAPHY: DAVE EKINS
BRAD ZIMMERMAN

Honda CR125 FMF Racer

Finally, a new trick exhaust pipe is added to replace the restrictive stock unit. This pipe, complete with trick goodies like a flipper cone, two-stage header pipe, and the new red paint, has been found, through scientific testing (seat of the pants type by the best pros in motocross racing), along with the porting work, to increase the top end power of the machine, but at the same time, retain a reasonable amount of low end torque and mid-range power.

With all this engine work done, the idea of leaving on the stock ignition is pretty ridiculous. Instead, a Moto-Tek CDI unit is installed. This produces enough juice to fry every resident of Burbank on a Saturday night. It delivers a stronger, more defined spark at the appropriate times. The Moto-Tek is similar to the Motoplat ignition, with the exception of being less expensive and easier to install.





Suspension is next on the list. The stock forks are taken off and set aside. Standing in, with more travel, more rigidity, better damping, better springs, and more oil capacity, are the Ceriani forward axle forks from Hi-Point. They are used as stock items on Pentons and KTMs. The Honda cries for good suspension. The Ceriani forks easily fill the bill.

Along with the new forks come the stronger and lighter triple clamps, brake stay arm and axle. In the end, you've got good suspension to get the machine through the whoops.

The original swing arm is unceremoniously taken off the bike, to be reincarnated later as (a) a bike stand, (b) doorstop, (c) paperweight, or (d) handy and effective method to dissuade pushy shoelace salesmen from trying to close a deal.

Standing in, at six ounces lighter and twice as strong, is an aluminum swing arm, built in a rectangular fashion, which is bendable only if a nuclear warhead is touched off while the bike is directly above. The swing arm comes complete with the proper axle, spacers, and trick bushings so that it will easily last 20 years, long after you've gone to that big berm in the sky.

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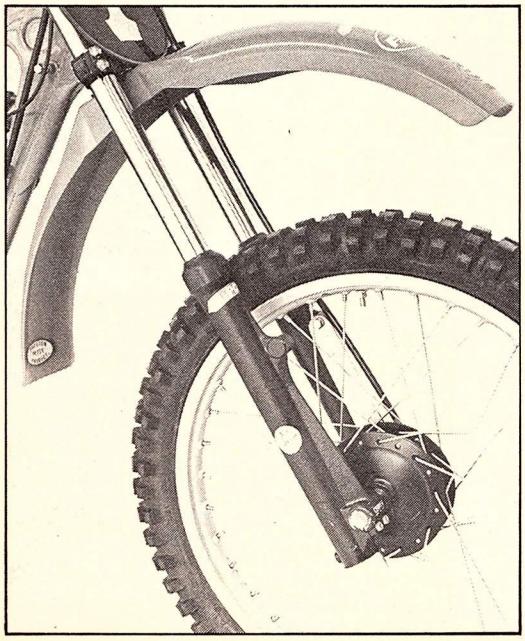
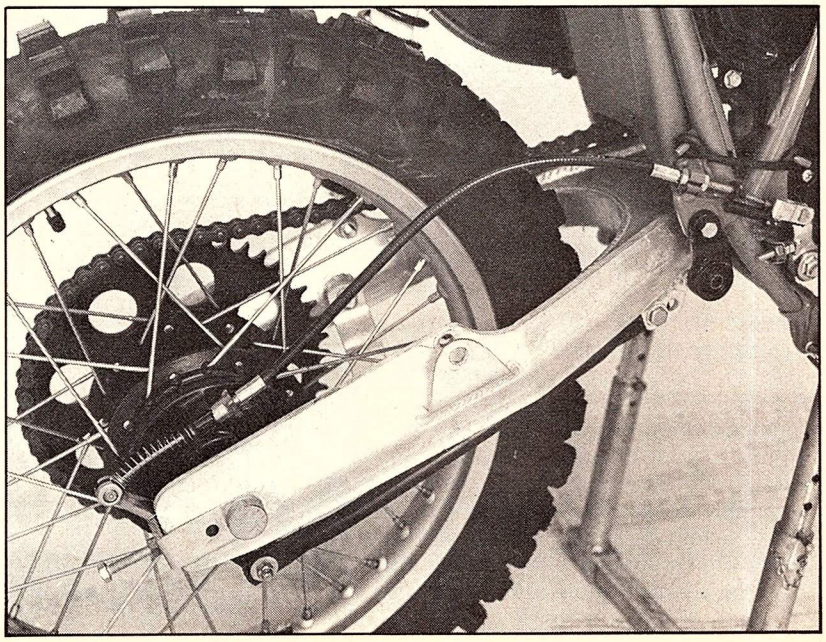
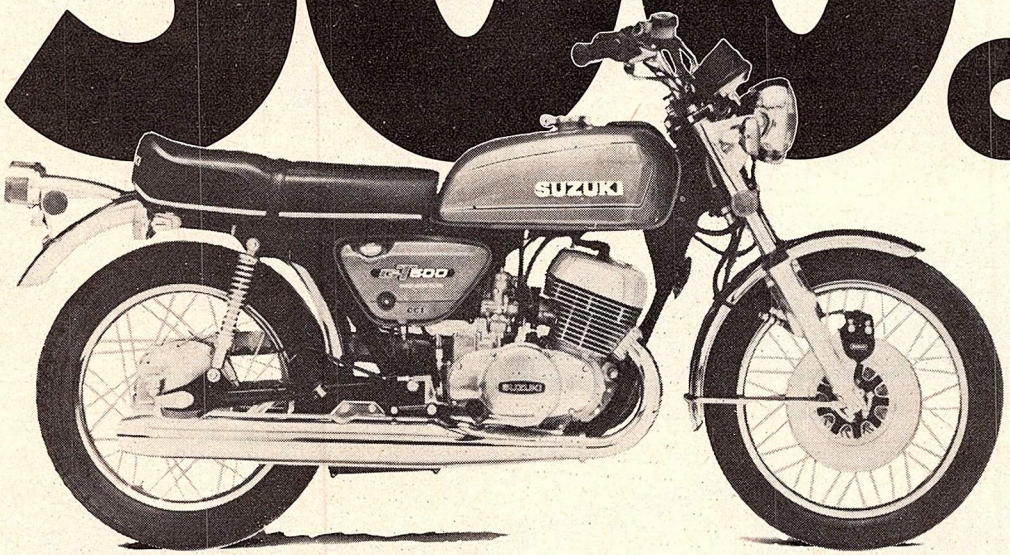




The 1976 Suzuki GT 500A.
At $1295, Cycle called it "one of the 10 best buys in motorcycling."
At $995*, you'll call it the best buy in history.

500 cc



$995.00

Congratulations!

For once in your life, you've lucked out. Instead of buying a bike last month, you waited.

And so now you can get one of the great bikes of all times and save money to boot. The legendary, incredibly reliable Suzuki GT 500A. Not a stripped-down version of it. The real thing. Front disc brakes, 5 speeds, aluminum forks—the works.

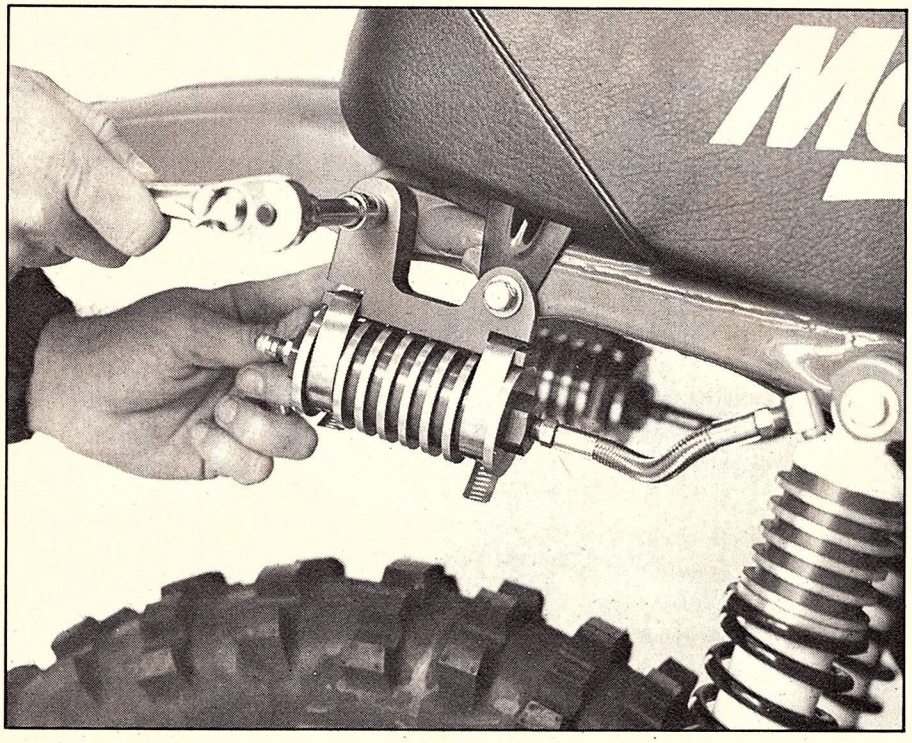
But don't press your luck, fella. We've only got a few left.

Forget your troubles. See your Suzuki dealer. He's making great deals on limited supplies of new, 1976 bikes - street, dirt, and dual purpose.

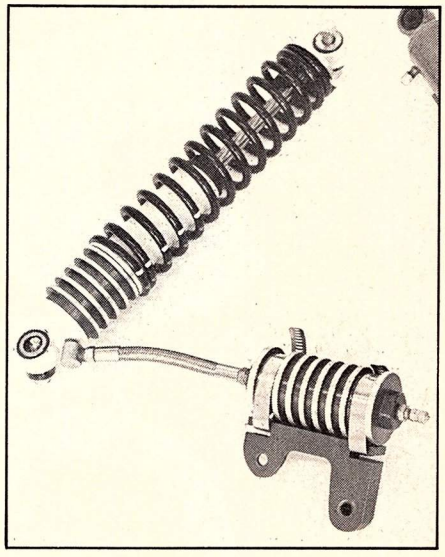
SUZUKI®

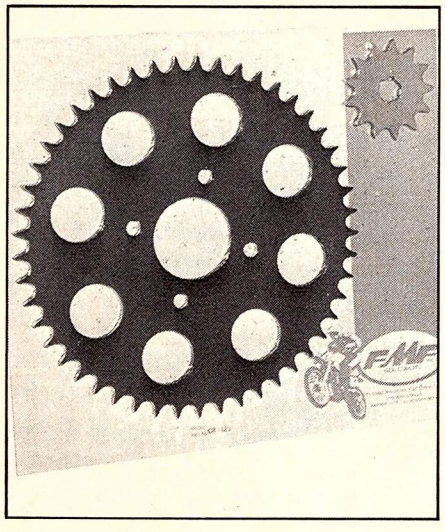
*New, reduced, manufacturer s suggested retail price. Does not include tax, license, registration, dealer set-up, and transportation charges. All prices optional with dealer.

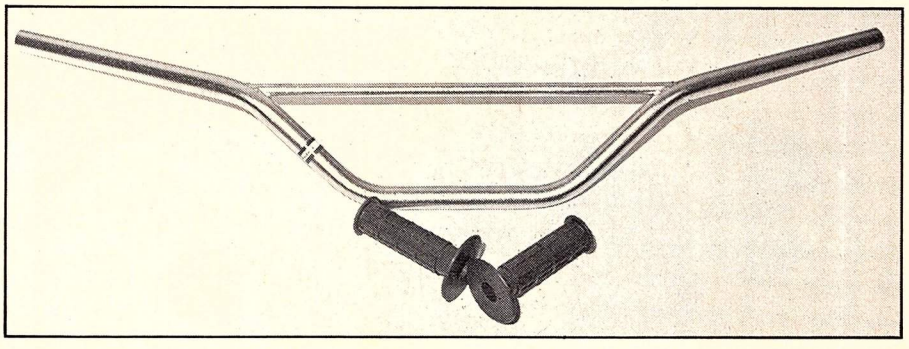
Honda CR125 FMF Racer



You've got a large choice of rear shocks for the 125 Elsinore. FMF is now working mainly with Luft shocks, a new unit born in Southern California, with qualities similar to the impossible-to-obtain Hulco shocks from Holland. These new Luft shocks have high quality springs, excellent damping characteristics, and oil reservoirs that mount very solidly to the rear upper frame section of the bike.







The stock handlebars are too high, and are bent suspiciously like something you would grasp in a Jack LaLanne Health Spa. A set of the well-designed Andre bars (like the type that Graham Noyce and Adolf Weil use) are mounted to the Ceriani bar clamps.

Oury grips cover the ends of the bars, a JT Phase 2 filter handles the "breathing" requirement, and a #520 chain kit is installed.

As you already know from last month, using the stock wheels with a set-up like this makes about as much sense as Social Security. Both front and rear wheels were sent out to the Wheel Clinic, which returned them with good strong rims, eight-gauge spokes, in a cross-four pattern, and a guarantee that they'll outlive the stockers by tenfold.

Moving along to the knobby section, a set of Metzeler, Yokohama, IRC, or your favorite tires are installed. The stock tires work marginally well, but are lacking (especially in the rear) the good quality sidewall that is so badly needed when you spend half your time leaned over (preferably while riding your bike).

All this, in a very large, mechanical nutshell, is a 125 National machine or what Flying Machine Factory refers to as "The Package Racer." It's expensive, running over $1,400 for the entire unit (including the cost of the bike), but it's what is required to have a machine capable of competing, and most importantly, winning 125 National motocross events.

You can buy one of these gems complete, piece by piece, or as you've probably already noticed, you can possibly win one through Motorcyclist Magazine. Just sit down and first decide if you deserve one. That should take about as long as it takes you to find a pen or pencil. Then fill out the coupon at the end of this

continued on page 83

NOTHING IN LIFE IS FREE. EXCEPT WHEN HARLEY-DAVIDSON SETS OUT TO PROVE A POINT.

Then, you have a choice. A General Electric High Performance Portable Radio/Cassette Recorder worth $149.95 for free. Or, a Holsclaw trailer worth $247 for almost free. ($49.95).

Buy a new Harley-Davidson Street or On/Off Road 125, 175, or 250 cc motorcycle between April 15th and June 1st* and you can take your choice of either one.

The Cassette Recorder is a high-performance model that plays and records from AM, FM, Aircraft and Weather bands. And comes with both a built-in condenser mike and a high-sensitivity remote mike.

The trailer has a 700 pound capacity and is especially made for carrying lightweight motorcycles. It comes equipped with all lights and a double set of safety chains. Or, if you'd prefer, we'll give you a gift certificate worth $100 in Harley-Davidson rider accessories.

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The point is, it's a nice idea, but you don't have to wait until "someday". On your way up to a Harley-Davidson, you could be riding one.

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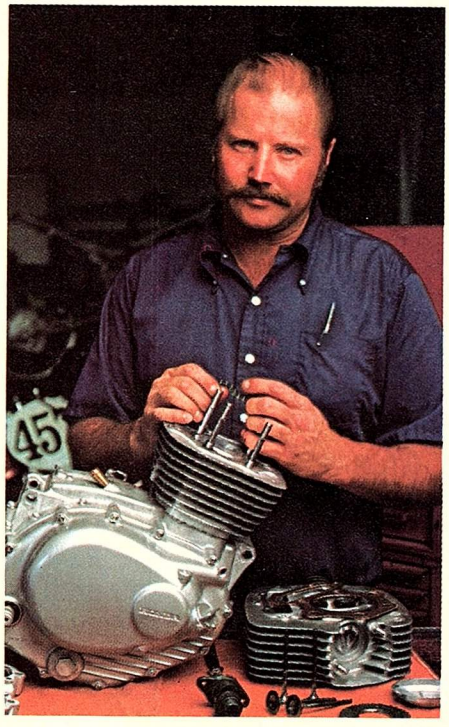
XL-350

"Best engine I know for both power and reliability."
–Bill Bell



"To ride in Baja you need the three R's: reliability, reliability and reliability. To race in Baja you need all that, plus a bunch of good, old-fashioned horsepower." These are the words of Bill Bell, off-road super-tuner and the man who builds the Baja-winning Honda XL's. Considering Bill's criterion, it is easy to see why he favors the Honda XL-350. "Reliability and horsepower are traditional enemies," he says. "If you get a lot of one, you usually don't have much of the other. But that's not true with the XL-350. It's got plenty of reliability in reserve and that's what you need if you want a winning engine that can beat Baja."

Racing-type four-valve cylinder head.

That engine begins life as a single-cylinder, overhead-cam four-stroke with a five-speed transmission. The XL features a four-valve cylinder head, unique among on/off-road motorcycles. By utilizing the high-performance potential of the four-valve head, along with the XL's five-speed transmission, hop-up experts like Bill Bell take full advantage of the XL-350's horsepower potential to make their machines really fly. When the XL has been modified to race-readiness, it's a high-performance engine that has proven itself time and time again over thousands of competition miles.

Tucked away inside the frames of XL-350's across the country, stock XL thumpers reinforce that legend day after day. In on/off-road use, pure off-road riding or even strict street application, they roll up mile after trouble-free mile. And they have for years.

Economical performance.

Many riders think of the XL mainly in off-road terms because of its Baja victories. But its street merits are numerous as well. XL's carry thousands of people to work and to school every day. The bike's slim styling is both attractive and functional. And the XL-350 is very economical both on and off the road. In Baja, where gasoline availability is never a certainty, you have to be prepared to travel as much as 100 miles between fill-ups.

"Some of the XL's I've set up," explained Bell, "deliver mileage figures that sound like the bikes were ridden on the street instead of down in Baja." With the XL's standard 2.5-gallon fuel tank, it offers a comfortable range for around-town riding, a brisk trip down the highway or an excursion into the boonies.

Built to last.

The Honda XL engine is surrounded by a sturdy steel frame. Hydraulically dampened telescopic forks and shocks soak up road and trail bumps. The wheels have lightweight conical aluminum hubs laced to strong shoulderless alloy rims.

The brakes are powerful, smooth and progressive. As important in the dirt as on the street. And, since the XL has been designed for use off-road as well as on, the fenders are flexible plastic with the Team Honda red molded in to match the tank's main color.

To protect the frame and engine during off-road treks, a steel skid plate is fitted. The high exhaust pipe snakes through the frame and out of the rider's way to enhance his freedom of movement and control. All of these features combine to give the XL versatility on streets and highways, as well as outstanding off-road potential.

"Loads of low-end grunt."

Says Bell, "Many XL owners who are serious off-road enthusiasts make some minor modifications to the machine to even further improve off-road performance.

HONDA XL-350 AT A GLANCE.

Engine	Four-stroke, overhead-cam, four-valve, single-cylinder
Compression Ratio	8.5:1
Transmission	Constant-mesh five-speed
Ground Clearance	9.3 inches
Standard Features	Skid plate, adjustable shocks, tool kit, spark arrestor/muffler

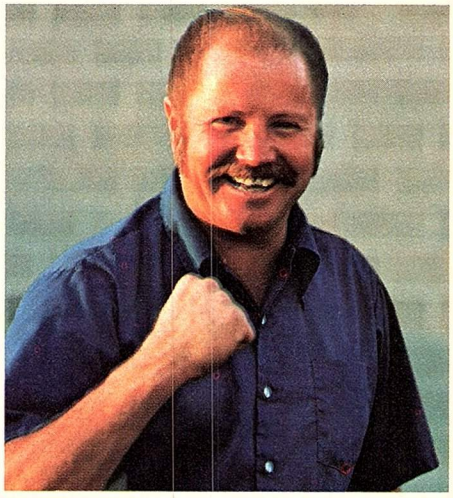
Completely stock, the XL has loads of low-end grunt and good top-end power. Pump up the power a little and it's a tough bike to catch in the desert. And the bikes just seem to run forever."

Bill's confidence in the stock XL-350 is justified. Before each Baja race, his riders, like multi-winner Gene Cannady (pictured below), and many pit crew members preride the race course several times prior to race day.

Preriders want to maintain a fast pace on a machine they feel isn't going to break down. The preriders' favorite? Stock XL-350's with individualized modifications like desert bars and knobby tires.

The Honda XL-350 is a bike you can ride to work during the week, and ride in the wilds on the weekends. It has great extra-performance potential as well as the three R's.

Check one out today at your Honda dealer. And get ready to ride and ride and ride and...



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article, tear it out, and mail it to the indicated address.

While you're waiting, writing and drooling on the pages, keep tuned to Motorcyclist. Next month we're going to take *our* 125 FMF Package Racer out to the track and see how well it works. All we've got to do is quit fighting over who gets to ride it first. Finding time to do the next issue isn't going to be easy with a machine like this around to go racing with. *M*

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Swing Arm (with bushings)	134.95
#520 DID chain kit	42.95
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Ceriani forks	290.00*
Package Racer Kit (minus bike and forks)	$512.60
Package Racer (minus Ceriani forks)	$1,577

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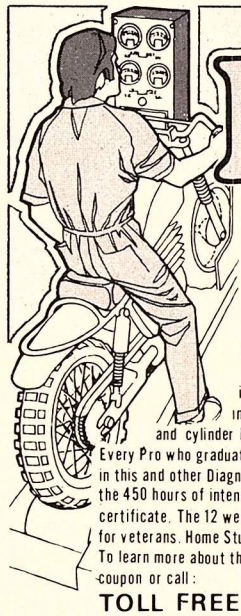

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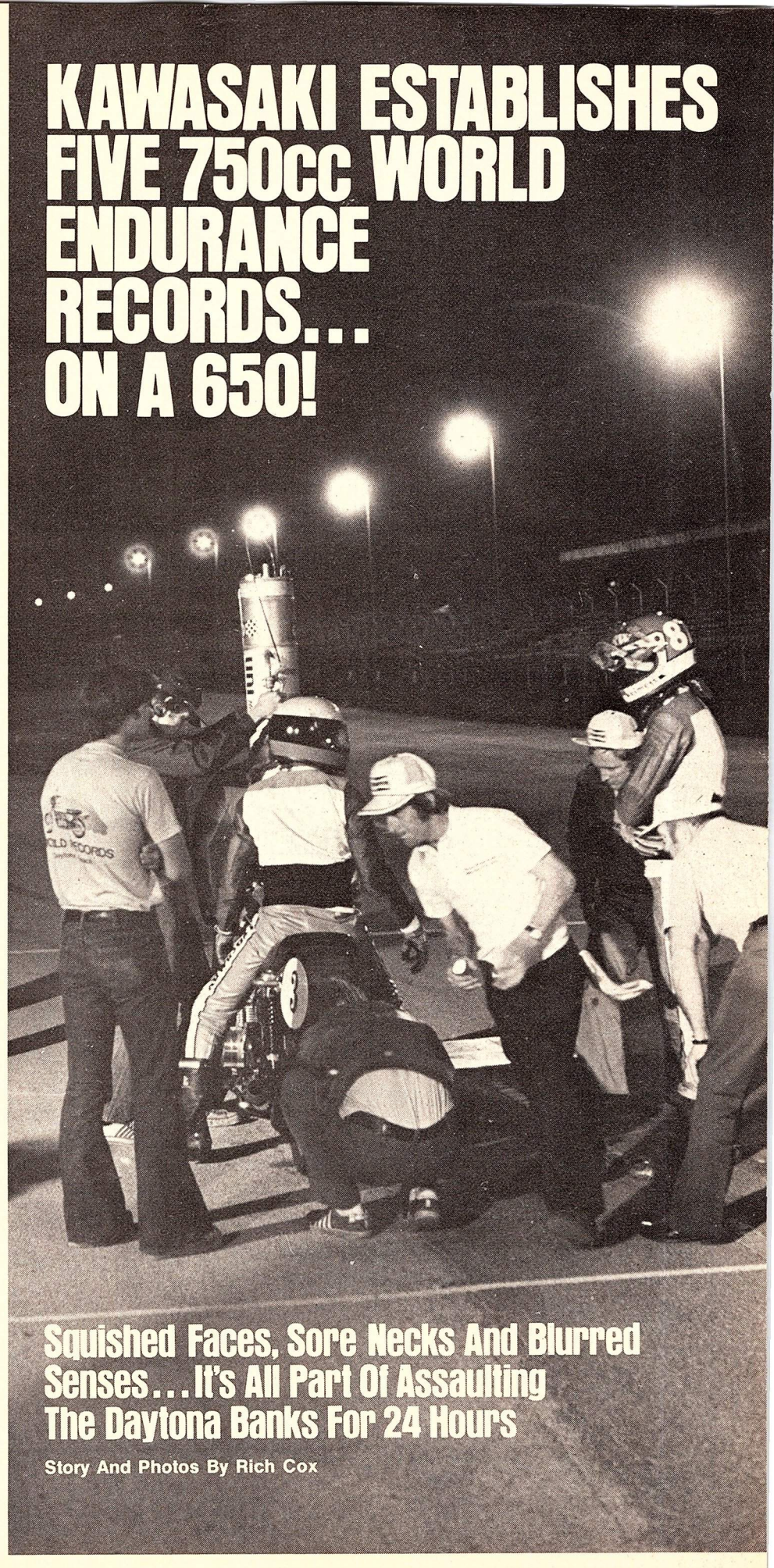


Squished Faces, Sore Necks And Blurred Senses... It's All Part Of Assaulting The Daytona Banks For 24 Hours

Story And Photos By Rich Cox

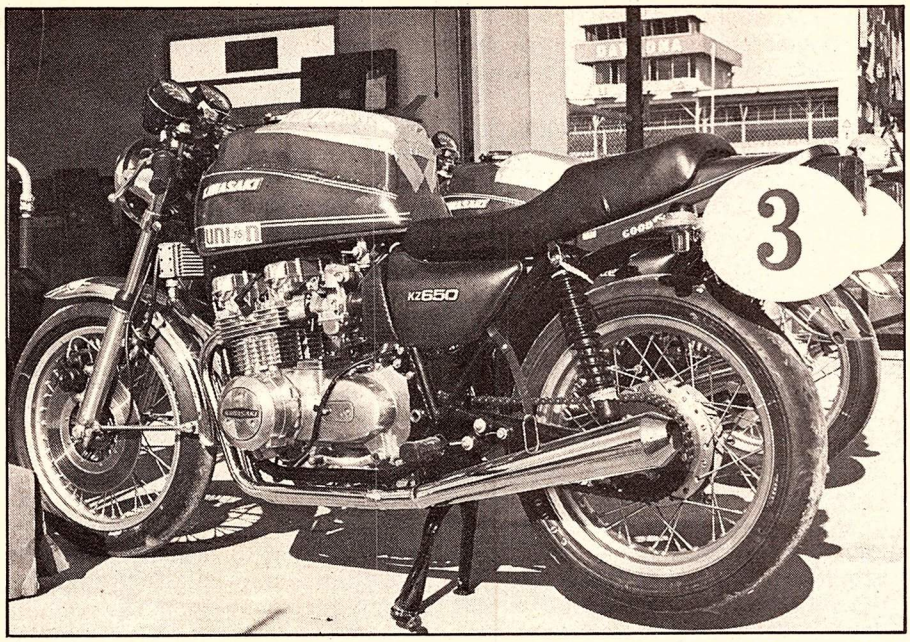
Throughout the past few years, sprinkled among the daily routine of flogging test bikes and overheating electric typewriters, I've managed to become involved in some pretty bizarre extracurricular activities, some of which I'd dearly love to wipe from memory, while others seem to linger in my mind forever. The following account is one I'll always remember, not only because it was one of the most thrilling experiences I've ever encountered, but because it's now a part of motorcycle history—the type that goes down in world record books forever.

It began two months prior to this year's Daytona Speedweek when I received a phone call from Doug Freeman, Public Relations Director for Kawasaki Motor Corp., inviting me to take part in an upcoming world record endurance attempt with their latest KZ650 street machine. It was scheduled to take place at the Daytona oval the week following the 200-miler with the object being to break as many FIM world records and AMA endurance records as possible in a period of 24 hours. This isn't the first time they've gone after world records; if you remember, they set the FIM/AMA 1000cc 24-hour record back in '73 with a Z-1, and a more recent attempt using their 650/4 netted them the 750cc Modified speed record at Bonneville. Unlike other manufacturers who use glamorous personalities to help promote their products, setting world records is Kawasaki's own individual way of proving that their street machines are not only the fastest in their class, but durable enough to withstand the most severe punishment.

Naturally I accepted the invitation and looked forward to the day when I myself would get a chance to circle those huge asphalt banks, especially after covering the 200-miler year after year and always wondering what it was like.

I arrived at the Speedway Monday morning, the day after the 200-miler rain-out and found the place hustling with Kawasaki personnel—just about everybody from the racing, R&D and PR departments. Inside a garage were three immaculately prepared 650s, appropriately numbered bike #1, #2 and #3. Forewarned that we'd be running some pretty high speeds, I wasn't surprised to find them slightly modified both inside and out. To extract the extra horse-

Dim floodlights cast eerie shadows around the oval as the fueling and changing of riders continues through the wee hours. In the calmness of night, bikes could be heard a mile from the track.



All three bikes were meticulously prepared through the efforts of Randy Hall, Randy Davis and Martin Carney. Extra padding on tank is for laying down on.

power needed for setting the records, all three engines had Kenny Harmon cams inside, a Jerry Branch port job on the head, either 29mm "smooth bore" Mikuni carbs or standard 28mm Z-1 carbs, oil coolers, Champion plugs and S&S 4-into-2 headers with reverse cone megaphones.

Chassis modifications were made to improve handling and comfort and included: S&W fork springs and rear shocks, repositioned footpegs, a shaved-down seat, Denco drag bars, an enlarged (6.3-gallon) fuel tank, lowered instrument bank for better vision, quartz headlight and hard compound Goodyear racing slicks mated to an 18-inch diameter DID front rim and a 3½-inch-wide DID rear rim.

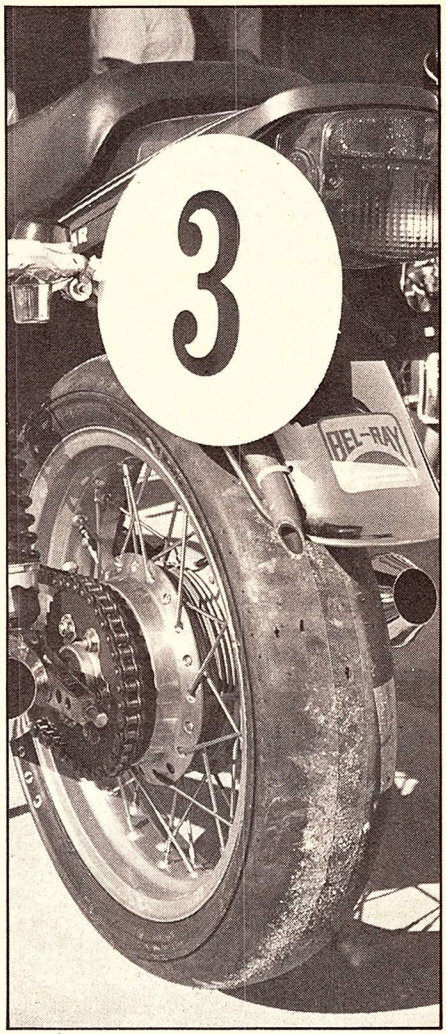
These mods sound extensive but were moderate compared to what the FIM rules allow. According to FIM, you can do anything you please to the engine and the bike as long as the engine stays within the class displacement. In this case, since all three were still stock 652cc displacement, they were eligible to go for record runs in the 500-750cc class. Kawasaki could have increased performance further by slightly increasing displacement or by adding full fairings, but the whole idea was to keep them as stock as possible which would make a bigger impression on the buying public—all three could have been ridden through the streets of Daytona by simply changing tires and exhaust systems.

Not all three machines were intended for the same purpose. Bike #1, called the "rabbit," was built as a sprinter to go after the short distance records such as the 10-mile, 100-mile, 100-kilometer, 1000-kilometer, 1000-mile and the six-hour; it was kind of like a six-hour time bomb. It had a Camber quarter fairing, a glass tail section, a close ratio gearbox and gearing for about 138 mph down the straight at 11,000 rpm. Bikes #2 and 3 were set up to assault the longer 12- and 24-hour records and therefore were geared more for endurance than speed. They'd pull about 128 mph down the backstretch with the tach needle resting comfortably at the 9000 rpm mark.

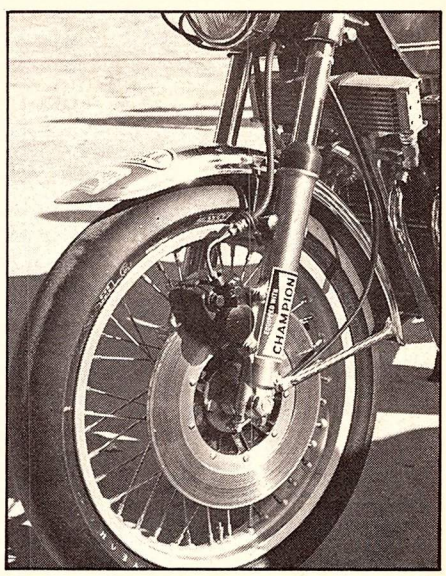
Selecting riders to pilot these rockets was a job in itself. The object was to get as much publicity as possible so Kawasaki contracted a variety of big name pros and mixed a few journalists in for flavor. And to show they weren't discriminating against the female sex, they even got our only National female expert, Diane Cox, to do some riding. And you know what? She ain't afraid of 130 mph on the pavement, either.

Monday afternoon everybody got together and formed three six-man teams with each team having a Kawasaki representative as team captain. Each 24-hour team was then split in half with three members scheduled to ride the first 12 hours and the other three to ride the remaining 12. It was arranged this way so that none of us would have to stay up for a straight 24 hours.

Walking among the teams, I got a chance to ham it up with some pretty hot racers. Riding bike #1 was Cook Neilson, Steve McLaughlin, Randy Cleek, Phil McDonald, Mike Kidd and Walt Fulton Jr. Bike #2 had, besides myself, John Hateley, Keith Code, Wes Cooley Jr., Paul Dean and Bryon Farnsworth. Bike #3 was ridden by Roger Hagie, Harry Klinzmann,



Through prior tire tests, Goodyear racing slicks were found most compatible, both in wear and handling. Rear tires were going eight hours apiece and Kawasaki pit crews were changing rear wheels in less than three minutes.



Goodyear front tire went the entire 24 hours without replacement. At one point rain threatened the run and Kawasaki crews had Continentals mounted up just in case.

KAWASAKI RECORDS

Lang Hindle, Sam Moses, Diane Cox and Randy Milligan.

Before anybody got to ride a machine, we were all brought together and familiarized with the FIM rules governing the attempts—and there are plenty! Any time you deal with FIM, it's strictly by the rulebook. First, Earl Flanders, head timekeeper, checked to make sure each rider had an FIM license. Everybody did. Next he defined the course we'd be riding around, which was a predetermined 2.48 miles in length. It ran around the lowest portion of the oval track and was identified by reflective tape which was painstakingly laid down by John McLaughlin. Riding inside the tape would be cutting the course and grounds for disqualification, while riding high on the banks would be traveling extra, unnecessary distance—the ideal spot was to ride low in the banks as close to the tape as possible. Besides, it was found that higher up on the walls where the cars run was incredibly bumpy and really severe on tire wear.

Across the entrance to the front straight were opposing timing lights which marked the start/finish line. And parked alongside was a motorhome containing the timekeepers and all their electronic timing gear. Funny part was watching the timekeepers come bolting out like a pack of bulls when someone accidently tripped the lights. Directly behind the line was a small area designated as the pit area; all fueling had to be done in this area or you were disqualified. If a bike happened to break down outside this area, it had to be repaired where it stopped—it couldn't be pushed back to the pits.

With the major particulars behind we headed out onto the track for practice. Now, to the pros who spent last Sunday cruising the oval at 170 mph, flogging an old street bike around at 130 mph was obviously a piece of cake—no more exciting than pedalling your moped uphill. Myself, well, I was a little apprehensive, more like petrified. I remember a few distinct details in those first few laps. The air turbulence was almost deafening and even though laid out on the tank, it clawed and ripped at my helmet pulling the chin strap tight around my neck. Air was hitting my faceshield so hard that it was jammed hard against my face, making it difficult to breathe. The ride around the banks is anything but smooth, bouncing your head around like it's connected by a spring. Slowly I worked the speed up until

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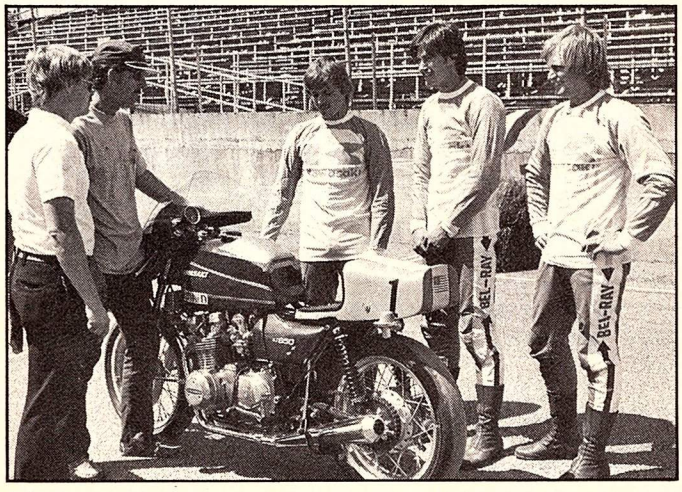
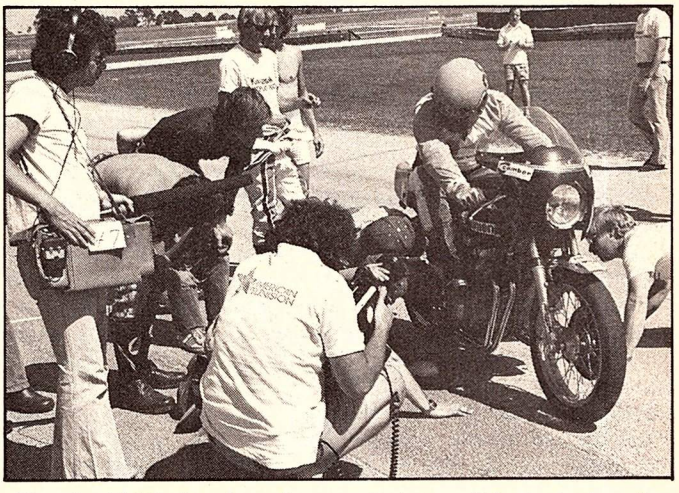
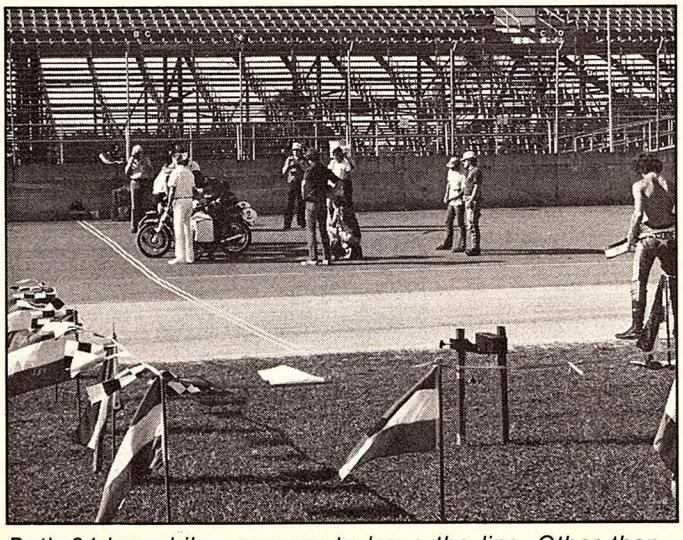


Randy Hall and Randy Davis give last minute instructions to Mike Kidd, Phil McDonald and Randy Cleek as the "rabbit" bike is wheeled to the starting line. Each team wore different colored jerseys for easier identification.



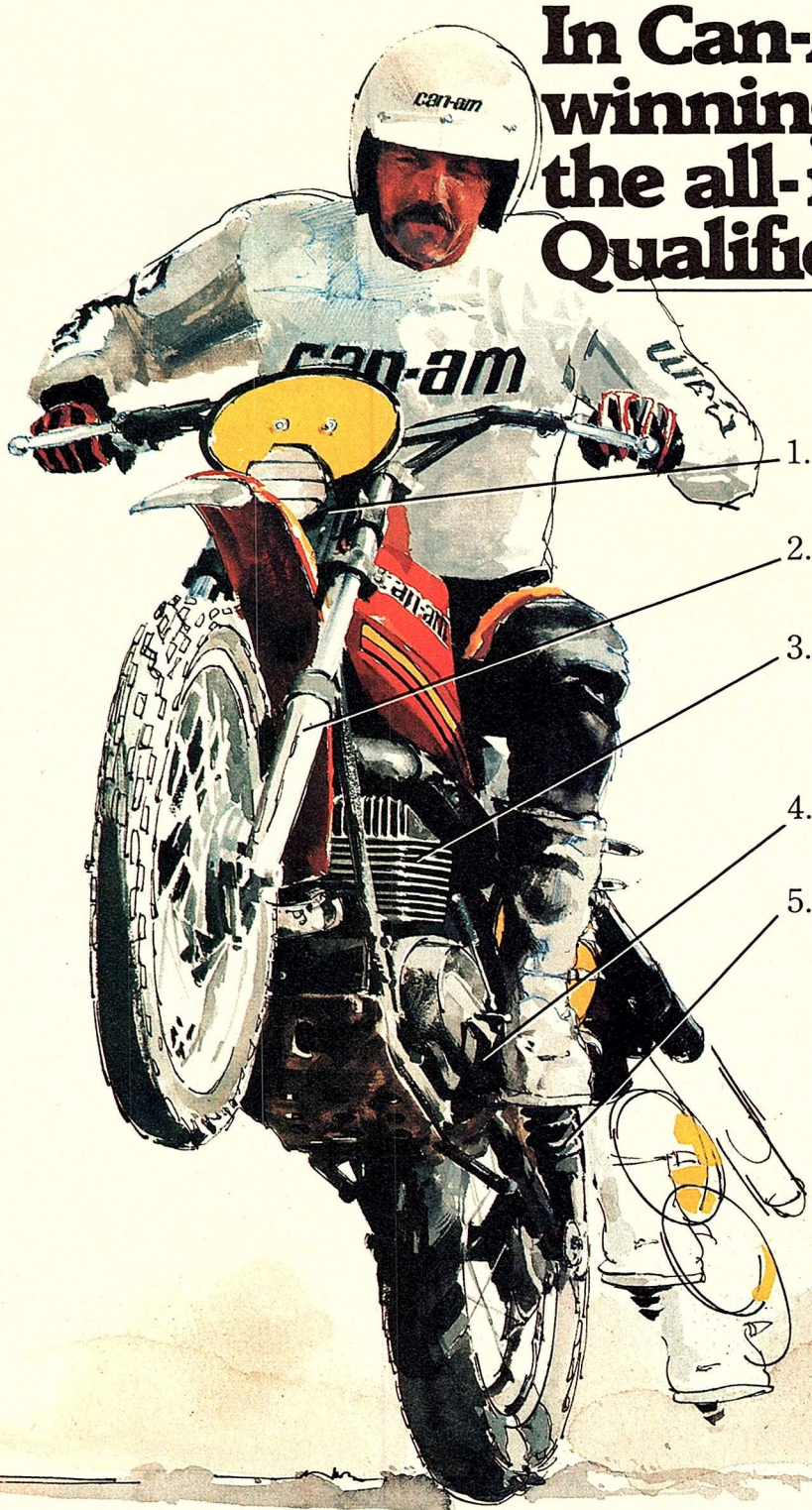
The "rabbit" developed a mysterious oil leak during the third hour which ultimately foiled its first attempt. Film producer Peter Silver recorded the event for Kawasaki to be used later for dealer shows and presentations.



Both 24-hour bikes prepare to leave the line. Other than during passing, bikes had to stay 100 yards apart or it was considered drafting and grounds for disqualification.

Jim Corpe handled most of the fueling and with the help of a quick fill "dump can" he could drop in five gallons in less than 15 seconds.

In Can-Am's winning tradition, the all-new Qualifier* enduro.



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Most so called dual-purpose motorcycles tend to be mild mannered commuter specials, hiding sheepishly behind a fancy name and a high front fender.

Kawasaki's Enduro bikes, however, were designed from the ground up to be the best of both worlds.

From the powerful new KE250 down to the feisty KE100, they come with everything it takes to get you to where the road ends: things like passenger foot pegs and seat strap, trials universal tires, headlights, turn indicators and instrumentation.

Then, when you come to the jumping off place, you're ready to appreciate some of our other features: U.S. Forest Service approved spark arrestors, ding-proof plastic front fenders, 5-way adjustable rear shocks, and primary kick starting in any gear.

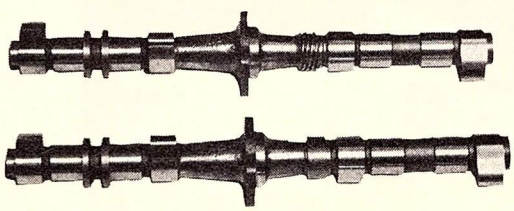
All these features make the Kawasaki Enduro bikes somewhat unusual. In a world of greater and greater specialization, they do more than one thing extremely well.

Kawasaki

We know why you ride.

Anything else is mock turtle.

CAMSHAFTS - KAWASAKI 900/1000



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KAWASAKI RECORDS

finally realizing I didn't have to slow down for the banked curves—after that it was just wide open the whole way. As the laps went by and my speed increased, the oval, which once looked gigantic in size, started slowly shrinking until it seemed I was riding in a fish bowl. The 650 handled like a dream—no outrageous wobbles, just an occasional slight snake reminding you that you still were going *very* fast. Absolutely thrilling!

Tuesday morning the "rabbit" began its assault on the sprint records and, to say the least, it started the whole effort off in very bad fashion. Three hours into the run it developed a mysterious oil leak which wasn't detected soon enough—it ran out of oil and ended up breaking a rod. The bike was retired for the day, hopefully to be rebuilt overnight for another attempt the next day.

At 4 p.m. the two 24-hour bikes were waved off among a horde of pushing and shoving photographers and newspeople. Each rider rode for approximately one hour before he was pulled into the pits to take on gas and switch riders. In order to sufficiently break the records, which are all average speeds calculated over the entire period, we had to run a specific lap time which was all worked out mathematically ahead of time. Each time a rider went by, a board was held up with two numbers on it: the time they wanted us to run (target time) and the lap times we were actually turning. The idea was to keep these two numbers matched up. The target time would sometimes vary. If the bike lost some minutes being repaired, the target time would be lowered to make up the difference.

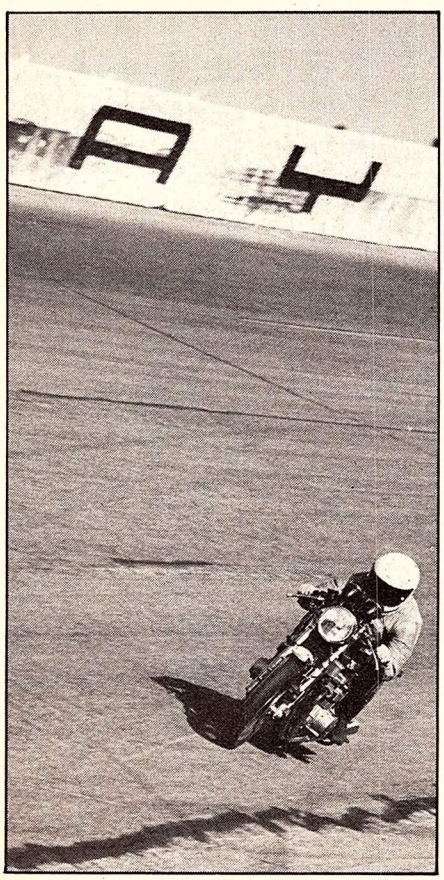
I watched the merry-go-round for about four hours and then returned to my hotel room hoping to get some badly needed sleep—my shift would take over at 4:00 the next morning. My hotel was at least a mile from the track but I could still hear the faint sound of two bikes going round and round—I was awake most of the night.

I arrived back at the track around 3 a.m. and found a light layer of fog hanging over the oval—the bikes were still going round and round having no problems. Some of the pro riders were commenting on the fog, how weird it was to be blasting down

the back stretch without being able to see the corner. I did my turn at 5 a.m. and luckily the fog had vanished by then. The rear tires had been changed at the 8-hour mark and would require only one more change to go the entire distance; the fronts ended up going a full 24 hours. Both bikes reached the 12-hour mark breaking the record easily. There were a few handshakes and slaps on the back, but the attention quickly shifted and everybody pressed on towards that elusive 24th hour.

As in most endurance attempts, problems usually don't start happening until the later hours and this one was no different. On the 17th hour, the gas stop for bike #2 was miscalculated, the bike running dry about a mile from the pits. Leaning it completely on its side, the remaining few drops were fed into the carbs and it was hustled into the pits. The error had cost about five minutes.

The #3 bike ran perfectly up until the 19th hour when the charging system went out, causing the battery to drain and a misfire in the engine. The electrics were unplugged and they simply ran straight off the battery, putting a fresh one in at each pit stop.



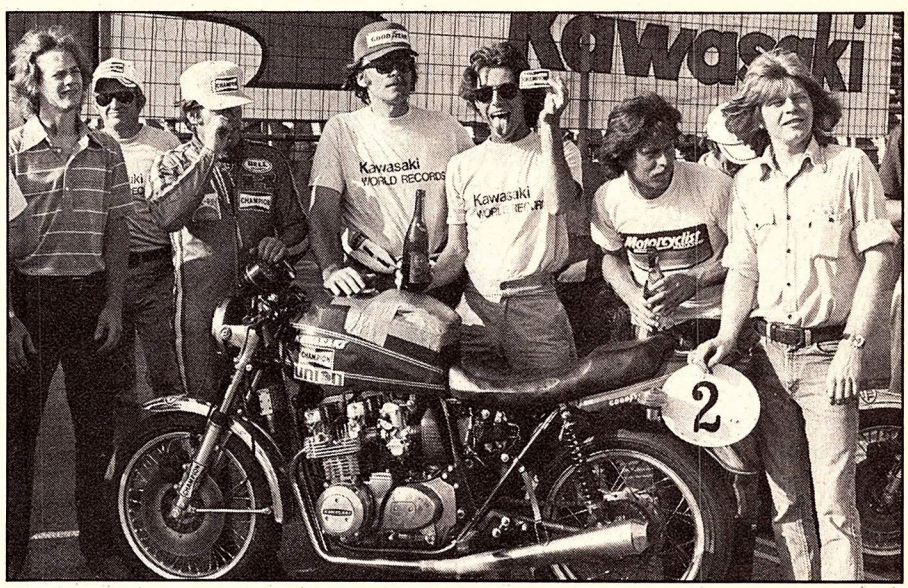
Down low, in the "groove" at 130 mph—absolutely thrilling if you've never done it before. Bumps along the banks were so severe they often caused the rider's helmet to slam against the tank and instruments.

During the 20th hour while I was riding bike #2, I noticed my foot kept slipping off the footpeg—it had never done that before. Looking down, I saw the whole side of the bike was covered with oil. Pulling into the pits we discovered a giant hole in the top of the valve cover. Apparently the bolt securing the cam chain guide sprocket had sheared off and the sprocket was trying to get out—luckily the motor didn't come apart. In amazingly short time (17 minutes) it was repaired and back on the track. Kawasaki already knows of this defect and the latest machines will be coming with a stronger case-hardened bolt.

Meanwhile, the "rabbit" bike had been rebuilt during the night and was now circling along with the other two bikes. The close ratio gearbox and modified head had been replaced with stock units and although it wasn't as fast as before, it was still going to beat the records.

By the 24th hour, Bikes #2 and 3 were still going strong, both ahead of the record with #3 having a one-mile-per-hour faster average than #2—it looked like it would be the true winner. With almost everybody in pure hysterics, the two bikes crossed the finish line with the riders hand in hand. It had been a heck of a long battle, but they had done it. The thrill of victory was further heightened when the "rabbit" crossed the finish just five minutes later, also victorious in shattering a multitude of short distance records in addition to the six-hour.

Rumor has it that Kawasaki spent over $80,000 in this effort and we can't help but think it was for a worthy cause. In 24 hours, bikes #2 and #3 racked up almost 3,000 miles on the speedo, all of which were run with the throttle nearly to the stops and the tach needle pegged in the red—if you think that ain't tough, try it with your family car some time! M



A tired but happy team #2. Left to right: John Hateley, Bryon Farnsworth, who always does that in front of the camera, Keith Code who obviously can't handle the champagne, Rich Cox and Wes Cooley Jr.

NEW KAWASAKI 650 ENDURANCE RECORDS (500-750cc class)

FIM RECORDS ONLY

100 Kilometers—new record 133.726 mph
1000 Kilometers—new record 127.969 mph (old record 125.394 mph set by 3-man team, Moto-Guzzi, 1969, Europe)

FIM/AMA RECORDS

6 hr.—new record 127.658 mph (old record 126.184 mph set by 3-man team, Moto-Guzzi, 1969, Europe)
12 hr.—new record 118.481 mph (old record 109.341 mph set by 4-man team, BMW, 1961, Europe)
24 hr.—new record 117.125 mph (old record 109.241 mph set by 4-man team, BMW, 1961, France)

AMA RECORDS ONLY

10 miles—new record 131.018 mph
100 miles—new record 129.995 mph
1000 miles—new record 118.562 mph

*all records are recorded in average mph

By Rich Cox

Bultaco's Latest 370 Frontera

FUNCTIONALLY AND AESTHETICALLY THE BEST FRONTERA TO DATE...

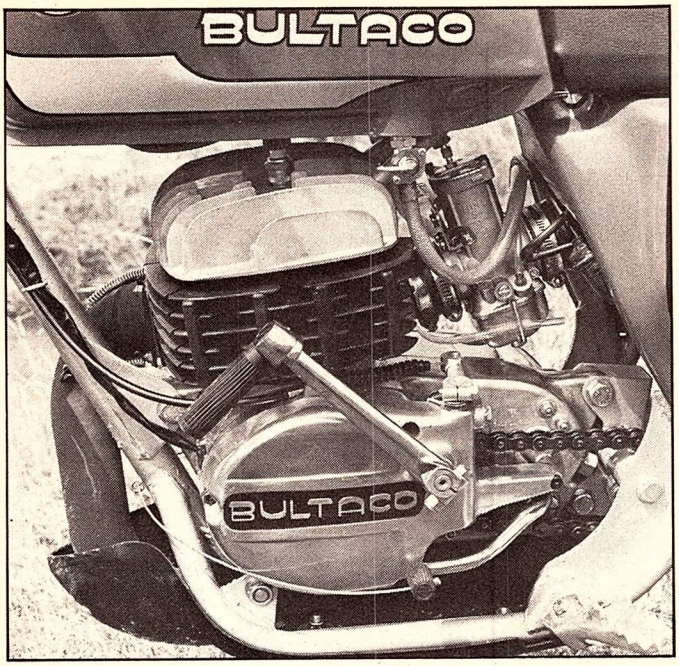
One of the great challenges of the Daytona Speedweek, at least among the working press, is to see how many races, press parties, dinners, cycle shows and radio shows we can possibly attend, and hopefully participate in, over the seven-day period. It's a challenge that often leaves us forking out $50 a night for a hotel room that's seldom used, a pair of rubberized legs, and a deformed trigger finger from shooting pictures of anything and everything that walks, talks or rolls.

Fortunately mixed in between all this hysteria is the Alligator Enduro, a rather short, pleasant jaunt through the bogs, sandy pits and jungle-like forests of Florida; the complete race is covered in another story in this issue. To us it actually served two purposes: It helped to retain our sanity and provided an opportunity to slip in a short test on a new enduro bike. Using our powers of persuasion once again this year, we managed to worm a '77 model 370 Frontera from Bultaco, which was brought to Daytona by Al Locke, a Bultaco rep who was also involved in their short track effort.

I met Al for the first time on the morning of the enduro and quickly went through the process of getting familiar with the new Bul since it apparently had many changes since the last time I rode one. The bike was brand-new (eight-tenths of a mile on the speedo) and being all bright and shiny, it attracted some attention—not because it was a '77 model, but more because it was about the only bike in the field that wasn't covered with six months of caked-on mud. Floridians have this thing about washing bikes . . . they never do. To many of them, aboard their converted DTs and XLs, the new Bul obviously represented a slight case of "overkill"—kind of like using a Lotus or Lamborgini to to to the grocery store. And in fact it was. The Alligator was a pleasure cruise compared to what this latest Frontera was designed and built for.

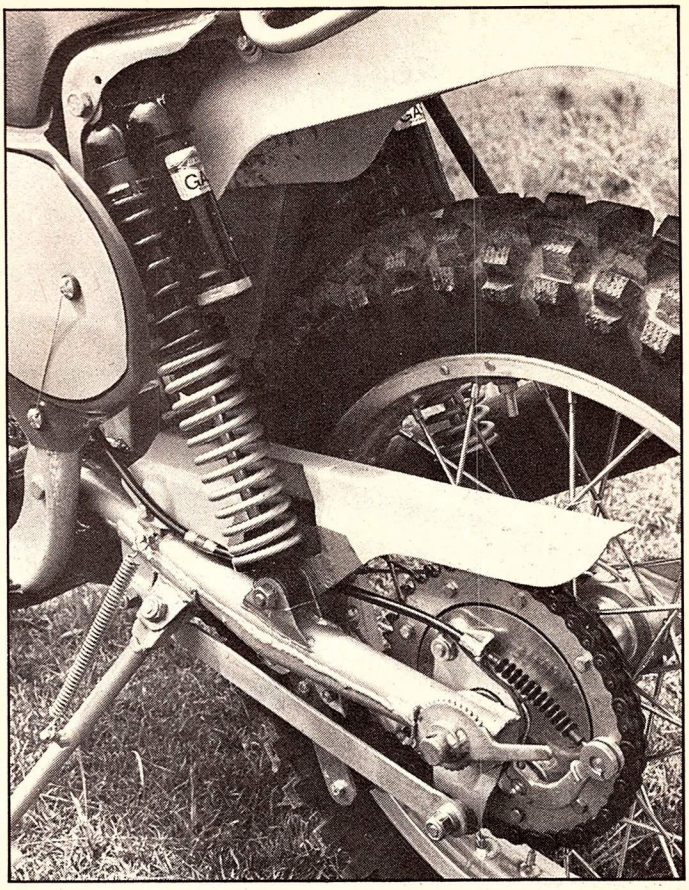
Giving it a quick pre-race going over, I noticed some very outstanding changes in styling that Bul experts will appreciate. In the three years since the Frontera was first introduced they've had terrible luck with fenders. The glass units the bike initially came with would crack and break under vibration, with the rear usually falling off in about 20 minutes of riding. The next year aluminum was used and although the fenders didn't break, they looked like a mess after the bike was dropped a couple of times. The third time's the charm, as evidenced by Bultaco's choice this year—Preston Petty plastic fenders and headlight; more specifically the I.T. in the rear and the standard "mudder" up front. The whole switch is proof that Bultaco is finally taking criticism where it's needed and making the necessary changes. Just think . . . one fender could last the whole life of the bike!

However definite certain changes have been, there are a few areas in

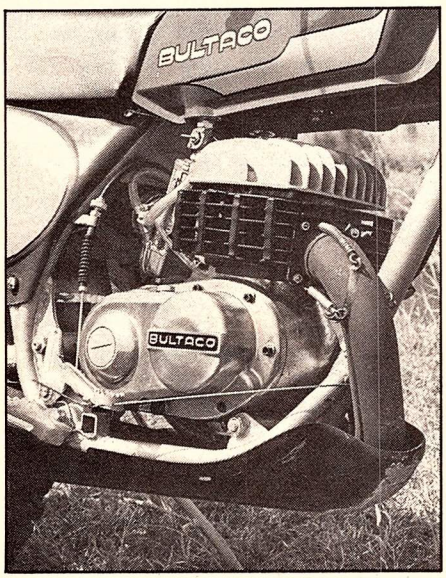


New Bing carb and close-ratio tranny supply extra poop needed for "special tests." Shifting is improved by simplified shift lever—should be folding type.

Betor shocks are longer this year (15 inches) providing more travel and a smooth, plush ride. Side covers seal better this year for improved water proofing.



Leading axle forks offer increased travel and more brute stength. Akront rims are harder this year and have rim locks and screws as locking devices. Pirelli tire has a lousy bite.



Heavy Alpina flywheel and lower compression help tame and broaden the hyper Pursang engine. Glass skidplate is improved and stoplight switch is now buried inside cable.

which Bultaco can't make up their minds—specifically the gas tank. Originally the 370 came with a built-in tool kit sitting atop a fairly good sized 3-gallon tank. Last year it was dropped all together when they went to a dumpy little 2-gallon motocross-type tank, and now we find the latest version has the tool kit again, coupled with a larger 2.8-gallon tank. Both are an improvement over the original concept. The tool kit is deeper, for more capacity, and the tank's been completely re-styled, now slimmer and trimmer.

Upon receiving a new 370 you're going to be absolutely shocked, as I was, at the terrible gas mileage you'll be getting. Al had forewarned us that it would only go about 40-45 miles on a tankful, which had us a little concerned, since the distance from the gas stop to the finish was approximately 45 miles. He wasn't far off either. Two miles from the finish, I went on reserve and one mile later it was completely dry. This poor showing is supposed to be normal the first 200 miles as the engine strains to loosen up. Once this happens, mileage is upped to 60-65 miles per tank; still not fantastic, but adequate.

The seating position seems a little different this year. The seat is slimmer and mounted more parallel to the ground—it used to angle up in the rear radically restricting fore and aft body movement. It's still a little too firm for my taste. The handlebars are tougher chromoly steel and feature a different bend which felt pretty comfortable. I had a few tangles with some trees trying to force 31-inch-wide bars through 30-inch openings. If you remember, they were perfect for woods riding last year, being a slim 27 inches in width. However, Bultaco got some complaints from the long-bar people so figured to satisfy both by offering a longer bar that could be cut down—ever try and make a short bar longer?

The Alligator doesn't offer much in the way of demanding or challenging terrain but it does have some mud

slots and water crossings that caused a few moments of panic-stricken horror. You see, the Bul has this bad habit of losing the rear brake immediately after forging water holes—which leads to excess use of the front brake at the next corner—which causes the front end to try and swap sides with the rear—with the outcome being—you guessed it. I tried holding the brake on to dry it out, but it really doesn't help much, anyway you look at it, you'll be rolling a 100 yards before it decides to work again. The hot set-up is to drill holes in the hub and then cross-file the brake shoes—they'll work then.

The spokes needed a little tuning, and reaching for the centerstand, I discovered it missing, a sidestand replaces it this year. The centerstand had a habit of flopping down all the time, so it was just done away with. The Akront rims are supposed to be one "step" harder than the year before, but the hot set-up is still to replace them with Sun rims—they're totally bullet-proof.

The Fronteras' chromoly frame remains basically the same, that is to say, it is directly from the '77 Pursang motocrosser. If you were saddened to see the rear grab handles disappear, you're in luck—they're back again. New are two extra motor mounts in the cradle that tie the engine down more securely, reducing vibration while adding strength. Also new is improved gusseting around the steering head that's staggered in length down the frame tube; it's supposed to divide the loads up more evenly.

Having "quick change" rear wheels is an absolute must in two-day competition and although the

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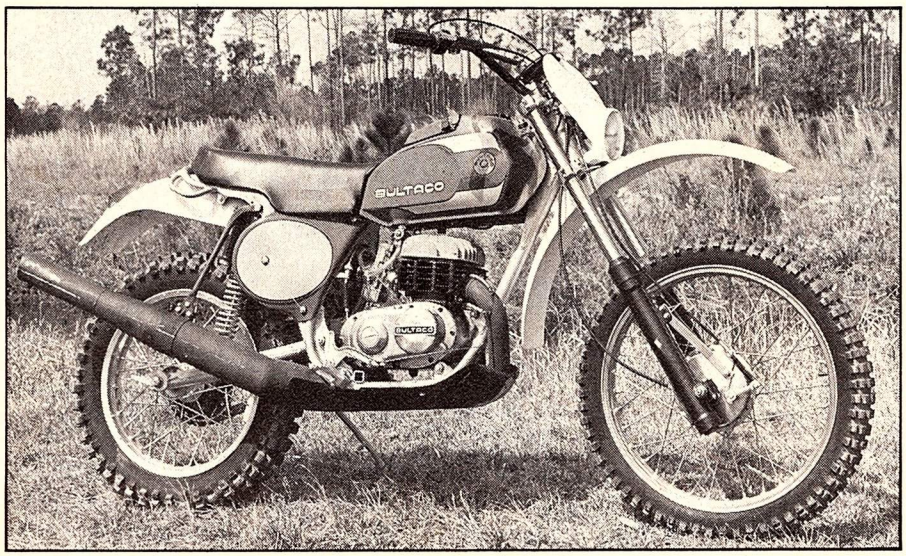
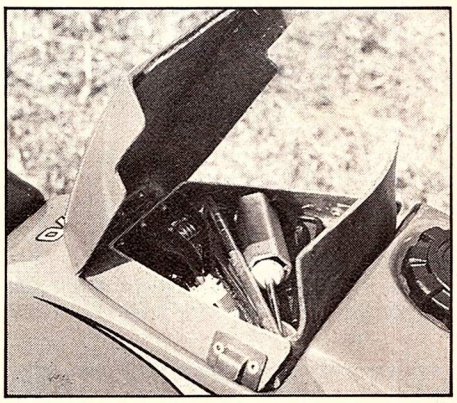


A stunning red tank trimmed in silver and white Preston Petty fenders make the new Bul look as good as it is.



Too small and shallow the first year, the tool kit is now deeper and able to hold a reasonable amount of tools.

BULTACO 370 FRONTERA

TEST BIKE: Bultaco 370 Frontera

Price, sugg. retail.....$1714

ENGINE

Type.....Two-stroke single
Bore/stroke.....85 x 64 mm (3.34 x 2.52 in.)
Piston displacement.....363.17 cc (22.15 cu. in.)
Compression ratio.....9.0 : 1 (uncorrected)
Carburetion.....Bing No. 54 (36mm)
Air filtration.....Oiled foam
Ignition.....Flywheel magneto
BHP @ rpm.....33.2 @ 7000 (claimed)
Torque @ rpm.....n.a.
Lubrication.....Oil in fuel
Electrical power.....6V generator
Battery.....None

DRIVETRAIN

Primary transmission.....Duplex chain, 2.375 : 1 ratio
Clutch.....Multi-plate, wet
Secondary transmission.....⅝ x ¼ chain, 3.23 : 1 ratio
Gear ratios, overall :1....1st 20.32; 2nd 14.89; 3rd 11.42; 4th 9.20; 5th 7.67

CHASSIS & SUSPENSION

Suspension, front.....Telescopic fork, 9.4 in. travel (240 mm)
Suspension, rear....Swing arm, 4.5 in. shock travel (115 mm)
Tire, front.....300 x 21
Tire, rear.....4.50 x 18
Brake, front.....Drum, 5.5 x 1.18 in. (140 x 30 mm)
Brake, rear.....Drum, 5.5 x 1.18 in. (140 x 30 mm)
Brake swept area.....40.8 sq. in. (103.6 sq. cm.)
Rake/trail.....n.a.
Wheelbase.....55.3 in. (1404 mm)
Seat height.....35.0 in. (889 mm)
Handlebar width.....32.6 in. (828 mm)
Ground clearance.....12.6 in. 320 mm)
Instruments.....Speedometer, trip reset.
Stands.....Side
Tire retention device(s).....Security bolts; 1 front, 2 rear

WEIGHTS & CAPACITIES

Fuel capacity.....2.8 gal. (10.6 lit.)
Oil capacity....Primary case 300 cc; transmission 600 cc
Weight, wet, unladen.....246 lbs. (111.6 kgs.)

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Once, you could either ride a handling bike or one that was dependable. But you couldn't have it both ways.

But now there's the Kawasaki 650/4—a bike with more power and more handling potential than the prudent rider will ever have occasion to use. But without sacrificing comfort and without mechanical aggravation.

Though the 650/4 is not a huge machine by today's mega-bike standards, its smooth, double overhead camshaft 4-stroke develops 64 hp @ 8,500 rpm. With incredible 7.3 lb. per hp power-to-weight ratio, the 650/4 manages the rather indecent top-speed of 120 mph. And the 650/4's generous rake and trail and low center of gravity combine to make it a real back-road scratcher.

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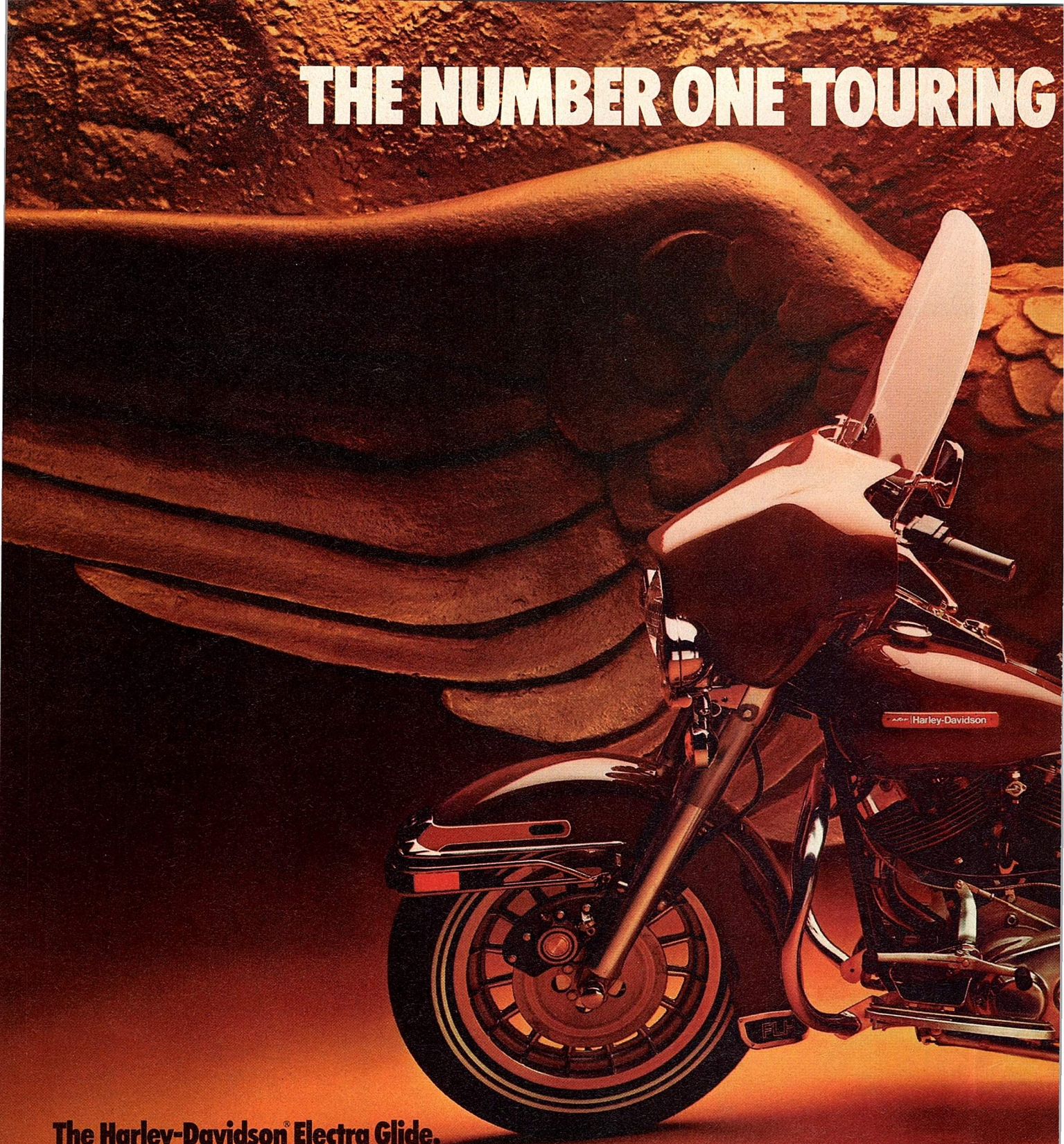

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It pays off. We've heard stories about how a muscular Electra Glide pulled a stalled motor home into a gas station, or pulled somebody's boat down to the lake.

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And for 1977, the Electra Glide is even more plush, more comfortable than ever before.

We've developed a double bucket "Comfort Flex®" seat. 4 inches longer and 3 inches lower than last year's, it's the only touring seat in the industry that isn't mounted rigidly to the frame. Instead, there's an exclusive spring seat with a friction shock absorber built in to dampen the rebound of the spring, just like on a luxury automobile.

There are also running boards instead of foot pegs, and extra-wide tires—the widest production touring tires in the motorcycle business.

And this year, there's even a limited edition. The Classic. Offered in a Vivid Brown color combination—a treat for the eyes, that you can order special from your Harley-Davidson dealer. If you're into touring, pay him a visit now. Experience the Electra Glide yourself. Then you'll be like the rest of our owners.

You won't care who's number two.

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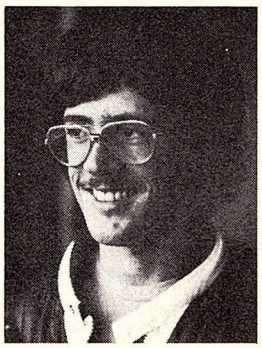
We believe in safety first. Before you start out, light your lights, put on your helmet and watch out for the other guy. Follow owner's manual for maintenance. Help keep insurance costs down. Lock your bike.

The fastest man at Daytona was fastest with Champions.



At this year's AMA Daytona Motorcycle Classics, Steve Baker was—sensational.

First he set a record qualifying speed of 111.772 mph to grab the Daytona "200" pole.

Then he became the first pole winner since 1963 to take the final "200" winning checkers.

Finally, he added frosting to his victory cake by also winning the 250cc Lightweight event. And that made him the first man in ten years to win both of these expert events at the same meet!

For Steve's record-setting assault on Daytona, his Yamaha factory racing team made sure his bikes were equipped with Champion Gold Palladium spark plugs.

All of which isn't too surprising. Because most of the world's factory racing teams run with Champions. Which helps you understand why, year after year, most of the major world and U.S. bike championships are won with Champions.

And that, we hope, will give you a most convincing reason to always specify Champions for *your* bike.

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BULTACO 370

continued from page 94

Frontera doesn't rate high in this category, they are improving it. The rear hub used to support the brake assembly on the right-hand side with the option of switching it to the left side for the old "die-hard" Bul riders. With brake hub and sprocket on opposite sides, it's a two-handed, time-consuming job getting the wheel in and out. This year with the use of a new hub, the brake assembly is permanently on the left side along with the chain, able to be removed as one assembly in half the time. The brake rod also gets replaced with a cable unit.

Since much of the course wound through heavy jungle-like vegetation, the going was often slow, which didn't give us much chance to use all the 370's horsepower—but it's there. It's a smooth type of power which starts way down low and gradually builds without any sudden spurts or spinning of the rear tire. The new V54 Bing carburetor is partially responsible for its ability to chug along comfortably at a walking speed without loading up or hesitating. The Mark II Amal that was standard equipment last year never did work right in the lower ranges—the only time it really performed well was when the throttle was twisted to the stops. The new Bing has a spring clip holding on the float bowl instead of four screws like the Amal—it makes maintenance on the trail a lot easier and faster. I had no problem starting the 370 hot or cold.

Bultaco's been around the competitive enduro scene long enough to know that to stay on top you've got to make changes to suit new trends. Take, for instance, the two-day qualifiers with all their "special tests." It takes a motocross engine with gearing that matches to stay competitive. The Frontera has always had the power with the Pursang engine, but the last two years it's been coupled to a wide ratio gearbox that was holding it back in the special tests. This year you'll find a new close-ratio gearbox taken from last year's Pursang motocrosser that lets the engine stay up on the "pipe" through every gear. It's still capable of plowing along at a dead walk or hitting 70 mph on the fireroads, but with no flat spots between the gears. The torpedo-like pipe is the same as last year's only with a longer skidplate that now protects the entire length of the pipe. It's still the quietest pipe at the qualifiers, although you pay for it in weight and horsepower. The trick set-up is to go to a Bassani pipe like

continued on page 104

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By experimenting with various PJ1 SAE weights your suspension can be tuned to your specific requirements and riding conditions.

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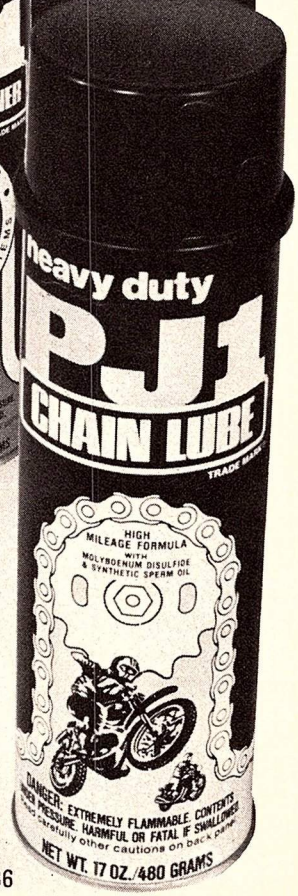
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Honda dealer parts manager John Spikre, and Glen Gurganus have been trying unsuccessfully to wear out the PJ1 lubed, factory replacement chain on their '71 Honda 750cc, which now has over 35,000 miles on it and is still going strong. When using another popular chain lube, the original chain accumulated only 6,000 miles before it required replacement. John, who now rides a GL 1000 says, "Because of the proven quality of PJ1 Chain Lube I've switched to using PJ1 Fork Oil exclusively in my new bike." Even the new lube-impregnated chains, and those with the rubber o-rings should be lubed with PJ1 to protect them and positively treat the o-rings to keep them pliable.

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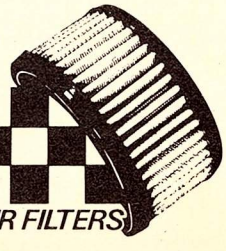

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HONDA CB750F2

continued from page 21

SUSPENSION AND HANDLING

Reams of material have been written about the handling and suspension of CB750 Hondas. Each year, writers have become less critical and have lavished more praise, and not without just cause. The frame of the F2 has been changed in numerous subtle ways. The steering head angle has been reduced by ½-degree to 27.5 degrees from the vertical which is the same as the CB750A. Die-cast aluminum footrest supports are used instead of small diameter frame tubes to support the footpegs and mufflers which not only looks better, it keeps the frame from bending if the bike is dropped because the aluminum brackets will break off.

Steering is as neutral as we've seen on a Honda, the bike neither wanting to fall inward or pick itself up in corners whether changing the power setting or using the brakes. Suspension, front and rear, is very well balanced, having a taut feel after the first inch or so of travel, which is fairly soft although there is more fork seal friction than the Suzuki GS750 and some of the newest Yamahas. The progressively wound fork and shock springs and good damping qualities allow the rider to blast through fast curves without the fear of the "hobby-horse" nonsense exhibited by some earlier 750s. Of course, the CB750F2 is in no way a racing machine, but it will make the rider confident that he won't get into trouble because the suspension is inadequate. Not only is the suspension above average, so are the Bridgestone tires which provide enough traction to permit the bike to be leaned over far enough to drag the foot pegs and the muffler before they start to slide.

BRAKES

Although more than adequate on last year's CB750F, the F2's brakes are superb. Twin discs on the front wheel have the calipers mounted behind the fork legs to reduce steering inertia and are the rigidly-mounted double-acting Collet-type instead of the floating, single-action type used previously. The Collet-type caliper is used on the GL1000 and among its other advantages, it has less tendency to squeal than the single-acting type. In order to provide more positive "feel" at the front brake lever, the brake light actuating switch has been moved from the brake line manifold where it was actuated by hydraulic pressure to a micro-switch on the brake lever. There is now a smooth, progressive lever feel and

the large swept area of the twin discs will probably never be appreciated.

The rear brake also features a Collet-type caliper which presses its 41 mm diameter brake pucks against an enormous 296 mm disc. Unlike some machines equipped with disc rear brakes, the F2 requires just the right amount of pedal pressure to get the desired braking action without the tendency to lock the rear wheel, even when the brake was hot. This machine probably has the most ideally balanced braking system we've had the pleasure of sampling.

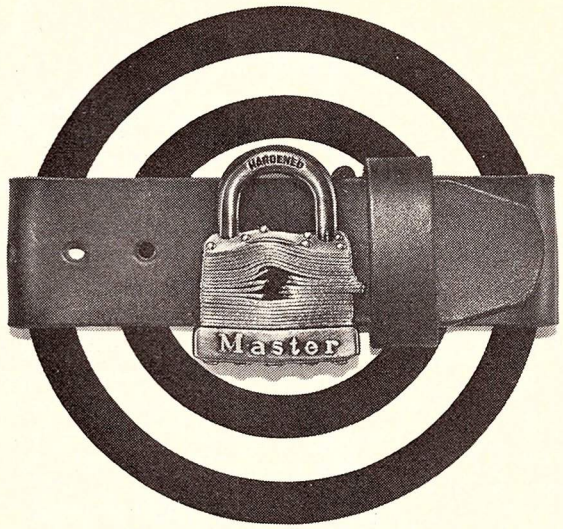
ET CETERA

Finally, a motorcycle from Japan that comes equipped with a *set* of horns loud enough to be heard by the automobile driver ensconced in his vehicle with the windows rolled up, the air conditioner on and the radio blasting away. The two-tone horns are mounted just below the headlight to permit their sound to carry farther, and to prevent the flow of cooling air to the cylinder head from being blocked. With present-day lean carburetor settings, engines run hotter and to further help this situation Honda has installed a thick, heavily finned cast aluminum plate between the center of the crankcase and the oil filter housing which not only helps cool the oil, it increases the oil capacity a tiny bit.

It's hard to remember just how last year's such-and-such motorcycle felt, but the F2 seems to have a softer, more comfortable seat which is well placed in relation to the footpegs and the handlebars which are mounted slightly farther rearward than before. Even though it is designed as a sporting bike, the F2 is comfortable over long periods of time, in spite of a little more vibration because of the higher engine speeds caused by the lower gearing.

GENERAL

Exquisite styling, accentuated by the ComStar wheels, tapered muffler, sleek tank/seat/taillight package and unobtrusive matt black rear fender extension, the CB750F2 got favorable comments wherever we stopped. Many people commented on the black engine with its chrome contact breaker, clutch and alternator covers, as well as the polished aluminum valve adjustment covers on the rocker box cover and the polished aluminum footpeg supports. The welds on the frame are neater looking and the paint scheme is tastefully styled and well applied. With this bike you can have your cake and eat it too . . . . . 60.5 mpg at a steady 55 mph and a standing quarter-mile in 12.869 seconds with a terminal speed of 101.69 mph! You've got to be kidding! *M*



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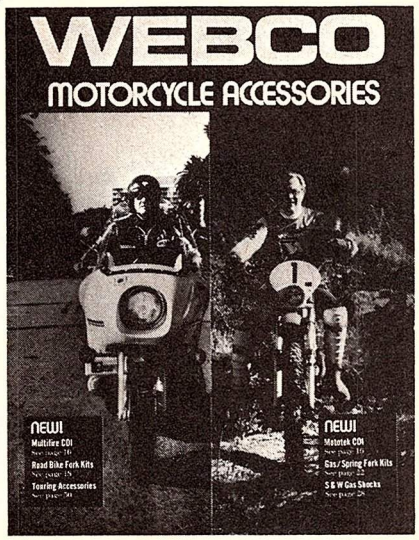

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The new Yamaha
This year, you'll either be

In motocross, distance isn't all that separates the lead rider from the rest of the pack. He's probably in better physical condition. His riding skills may be slightly more refined. Or, this year, he may just be riding a new Yamaha YZ.

The power at the starting line.

To finish a race in first place, it helps if you can start out in that position. So Yamaha engineers have given the new YZ's more power than ever before. Peak figures range from 18 hp for the YZ100 to an amazing 41 hp for the YZ400. They're now equal to or more powerful than any other production racers. The powerbands are wider than on other motocross machines, so the torque comes on sooner and falls off later. The flywheel inertia works perfectly with the suspension to get a maximum amount of power to the ground.

Air/oil fork.

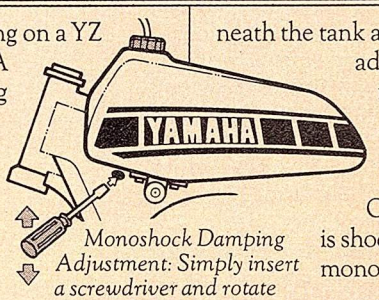
Leading Axle Forks: You have less rake, quicker steering.

Typically, this year the YZ rider will be the first one into the first turn.

The steering precision at turn one.

At turn one, you needn't worry about someone going inside your line. Because on most YZ models the front axle is actually ahead of the fork tubes, instead of underneath them. So the rake can be much less than on a conventional bike. This means you can steer quicker, the front tire bites harder. You stay in the lead.

You'll notice the handling on a YZ is also uncommonly stable. A new rigid, triangulated swing arm has eliminated virtually all flexing and wobble. As one magazine put it, the sensation is akin to riding a well-behaved slot car around a curve.



Monoshock Damping Adjustment: Simply insert a screwdriver and rotate the notched ring.

It adjusts to you. Not vice versa.

The YZ suspension has more travel than most long-travel suspensions. The YZ400, in fact, has over 9 inches, at both ends. So ruts, bumps, pockholes and rollers are simply swallowed whole.

But the real beauty of a YZ suspension may lie in its total adjustability. You can set and re-set the spring preload on the new de Carbon-type nitrogen/oil monoshock right at trackside by simply turning a threaded nut. As for damping adjustments, you merely insert a long, thin screwdriver into the hole located beneath the tank and pry up or down on the adjustment ring. You have 1 recommended settings, or about 17 more than you'd have on a conventional racer.

One thing you'll have less of is shock fading. Because each Y monoshock is encircled by cooling fins that hel dissipate the heat that can k damping efficiency Plus each one has

Lightw

New leading axle forks.

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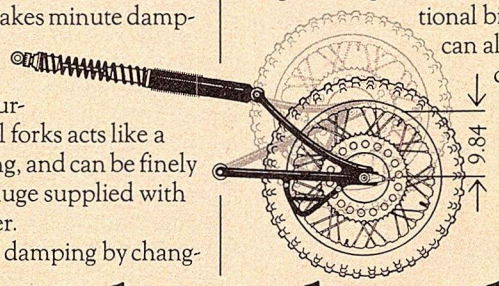
YZ 400

YZ Monocrossers. on one or behind one.

unique thermostatic control. As heat builds up and oil thins out, it makes minute damping adjustments to compensate for the change.

Up front, the pressurized air within the air/oil forks acts like a second progressive spring, and can be finely adjusted by using the gauge supplied with every air-sprung YZ racer.

You can adjust fork damping by changing the weight of the oil as on a conventional bike. But now you can also alter damping by changing the *amount* of oil in the forks. So, while other riders are riding what they brought, you're riding what's perfect for track conditions.



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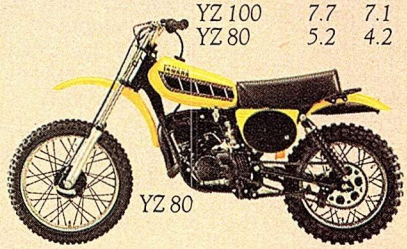
YZ 250

YZ 125

YZ 100

wheel travel (in.)	*front*	*rear*
YZ 400	9.84	9.84
YZ 250	9.84	9.84
YZ 125	9.0	9.0
YZ 100	7.7	7.1
YZ 80	5.2	4.2



YZ 80

Engineered for winners.

Already, many people are piling superlatives on the 1977 Yamaha YZ racers, like "the fastest," "the best," "unbelievable," etc., etc. Who knows? All we can really say for sure is this: When the Yamaha factory team successfully dominated the recent Florida Winter AMA Motocross Series, they didn't have to resort to "factory bikes." Except for the handlebars and footpegs, they used stock, production YZ's. The same as you'll find now at your local Yamaha Dealer's.

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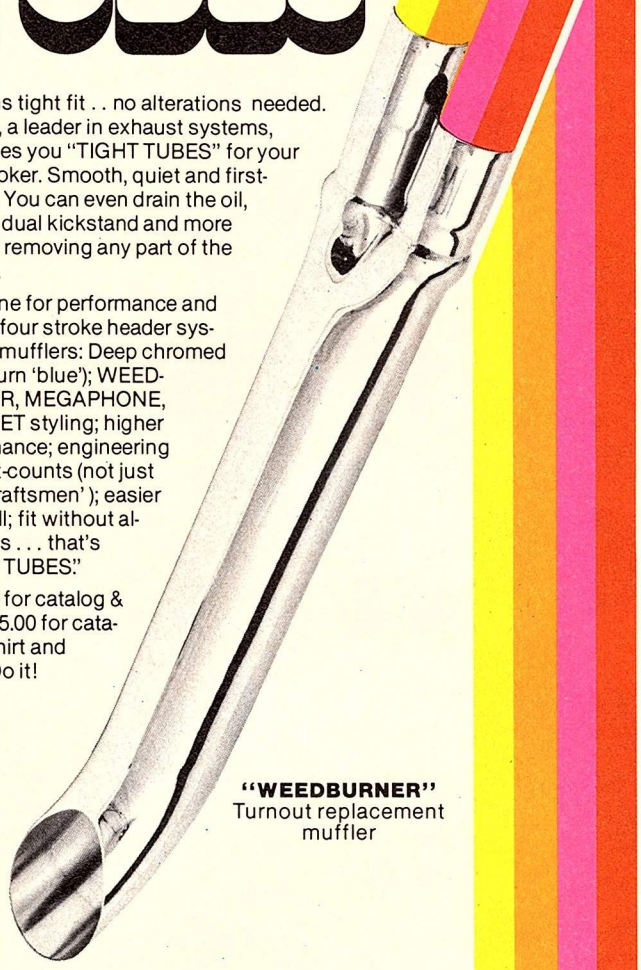

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BULTACO 370

continued from page 99

Hannon did; it supplies a lot more ponies as well as being quiet.

In spite of all the hearsay, rumors and testimonials about Bultacos shifting poorly and gearboxes going to pieces, the 370 I rode worked perfectly—no slipping by gears, no popping out of gear and not one neutral the entire enduro. Apparently a slight modification has been made to the shifting drum that allows the gears to slide in place smoothly and keep them there. You'll also notice that the shift lever that used to be a long, winding piece of aluminum is now a steel lever with all the bends taken out; this also eliminates some of the problems of bad shifting. It still, however, tucks underneath the kick starting lever and makes you work at getting at it.

Suspension has been changed at both ends with new Betor leading axle forks (made to Bultaco specs) up front and longer Betor gas shocks. The newly styled forks not only increase travel but beef up the entire front end with their larger 38mm tubes—last year's were 35mm in diameter. The rear shocks are still mounted identically, but rear wheel travel has been increased by going to the longer shock. Damping and spring rates are relatively soft as compared to the motocrosser giving the Frontera a smooth, plush Cadillac-type ride. The bike is incredibly swift through the tight stuff, especially with its long wheelbase. It feels light, with all the weight down low, and because it's so narrow throughout, it gives the feeling of being much smaller than it really is. I stood up on the pegs much of the time, flicking it through the trees and trying to dodge all the tree stumps. Much of the path has to be cut through the jungle so they simply remove the trees by cutting them off at the base, leaving about two inches sticking up. In a matter of a short time, grass starts growing around each stump and before you know it, there are a thousand hidden mines dotting the course—the safe way is to try and dodge every clump of grass in the path—I only hit one this year!

In about three hours time, I put 70 miles on the Frontera; although that isn't enough to make any hard-core judgments, it is plenty of time to realize that this latest Frontera is considerably more sophisticated and improved over previous models. It handles better, runs stronger, is more durable and reliable and not to be forgotten—one of the few dirt machines that carries a 60-day warranty on parts and labor. *M*

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DAYTONA

continued from page 70

one of the back sections where the course crossed over the pavement.

Just as Hannah was about to put the zap on Zahrt, Ellis, who was 30 feet ahead of the battling duo, came out of the Gator pit, had his front wheel lock in the stopped position, and fell down. The roar of the crowd, more in disappointment than anything else, could be heard by everyone, including Hannah, who looked ahead, saw Ellis down, and breathed a little easier.

One lap later he passed Zahrt, all the while keeping an eye on Ellis, who had gotten back up in fifth position, and was starting his third and final charge towards the front.

Watching Hannah ride in these events is inspiring. For anyone to take a production motorcycle, with no modifications whatsoever, into a race where factory works bikes are competing, was unheard of just a year ago. But here was Hannah, and again he was leading. He had already racked up an impressive string of 11 straight moto victories since the beginning of the 1977 year. Winning eleven in a row is a new AMA record. And here he was on his way to the 12th straight first place position.

The really incredible thing about Hannah is that he rides more on instinct than experience. He hasn't been around long enough to be as good as he is, thus you've got to assume that it's inborn talent.

Take for instance the incident in the Gator pit. Hannah went into it right behind Zahrt before he took the lead. Coming out of the pit, he gave the machine a little too much gas, and got himself into one of those positions where you sit on the seat and wait to see if the bike is going to loop out backwards, or be nice and come down forward.

There really isn't much you can do at this point. Just wait for the front wheel to come down, hopefully in front of you, instead of over your shoulder. While Hannah was waiting, he didn't waste any time. Since all he could do was sit and wait, and the bike didn't require any maneuvering, he calmly reached up with his left hand and pulled a tear-off from his goggles. No forethought, no pre-planning. Just instinct. When the front wheel came down, he opened the throttle again, closed the gap on Zahrt, and passed for the lead in the next corner.

Three laps before the finish Ellis passed Zahrt for the third time in the moto, and immediately set up the sights for Hannah. On the white flag lap he had closed a gap of 12 seconds to eight. When the checkered fell, Hannah took his 12th consecutive victory, Ellis came through for second a mere six seconds behind, Zahrt took third, and amazing Kent Howerton on his Husky, starting in 24th position, worked his way through the pack for fourth overall, just ahead of Terry Clark.

As the shadows enveloped the track, the other riders had to be a bit gloomy. In 12 outings, they had continually finished behind Bob Hannah, factory Yamaha rider on a stock machine. The big question on everyone's mind seems to be, "When will Bob Hannah be beaten. And by whom?" M

1. Bob Hannah	Yamaha
2. Jimmy Ellis	Can-Am
3. Kenny Zahrt	Bultaco
4. Kent Howerton	Husqvarna
5. Terry Clark	Kawasaki
6. Jim Pomeroy	Honda
7. Danny LaPorte	Suzuki
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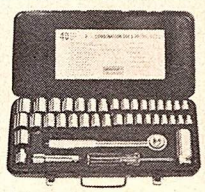

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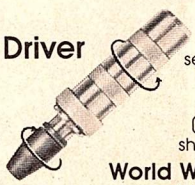

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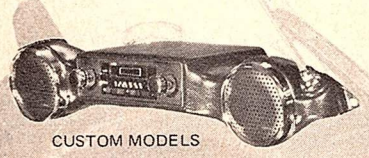

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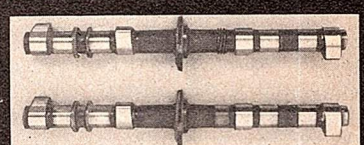

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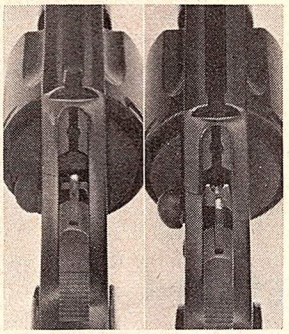
The best personal protection you can buy, now comes with a four-inch barrel.

If you ever have to use your personal handgun, you can't afford to miss. That's why you need all the built-in accuracy you can get in a lightweight .38. That is exactly what the new Colt Police Positive delivers. On or off duty.

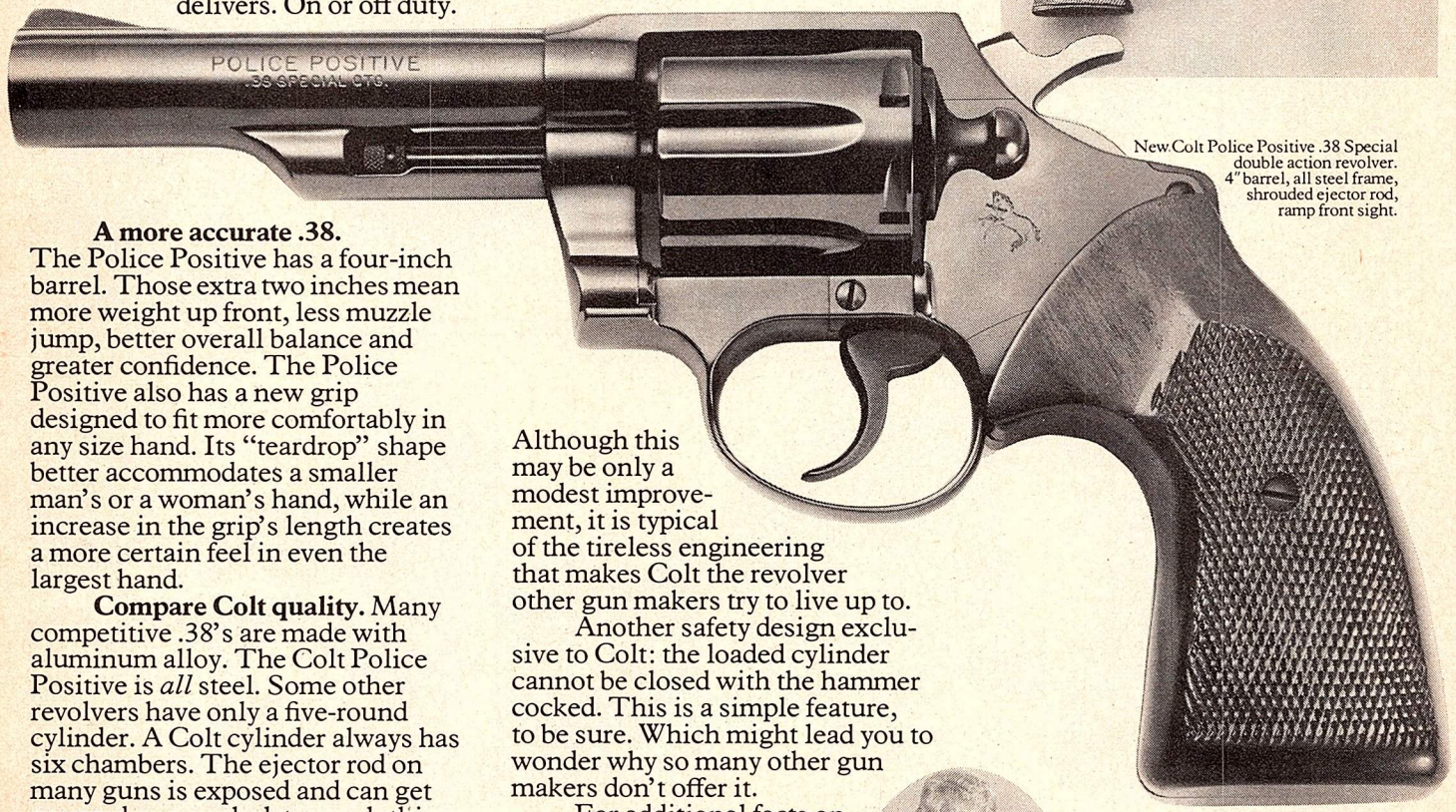
Now a Colt is even safer. For years, the safety lever in Colt revolvers has served to assure that the firing pin cannot accidentally strike the primer. Now, an improved, notched lever in the new Police Positive provides more contact area to perform this safety function even more effectively.

New Colt safety lever (right) assures greater margin of safety.



But to fully understand what sets the Diamondback apart, you have to shoot it. You have to feel its almost liquid smoothness—completely foreign to any other gun of its caliber. Yet, like the new four-inch Police Positive, the Diamondback offers the compact portability of a handgun weighing less than two pounds. As well as the confidence that comes with owning the finest .38 money can buy.

Colt Diamondback .38 Special. 4" (shown) or 2½" barrel. Target grips, target hammer, adjustable rear sight, velvet smooth action. Optional nickel finish. Also available in .22 L.R. with 4" barrel.



New Colt Police Positive .38 Special double action revolver. 4" barrel, all steel frame, shrouded ejector rod, ramp front sight.

A more accurate .38. The Police Positive has a four-inch barrel. Those extra two inches mean more weight up front, less muzzle jump, better overall balance and greater confidence. The Police Positive also has a new grip designed to fit more comfortably in any size hand. Its "teardrop" shape better accommodates a smaller man's or a woman's hand, while an increase in the grip's length creates a more certain feel in even the largest hand.

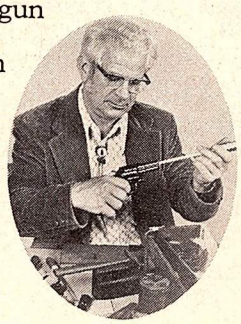
Compare Colt quality. Many competitive .38's are made with aluminum alloy. The Colt Police Positive is *all* steel. Some other revolvers have only a five-round cylinder. A Colt cylinder always has six chambers. The ejector rod on many guns is exposed and can get snagged on your holster or clothing. The shrouded Colt ejector rod completely eliminates that problem.

Naturally, anything less than perfect alignment between barrel and cylinder can impair a gun's accuracy. That's why the advancing hand on the Colt Police Positive holds the cylinder rigidly in line with the barrel. There is absolutely no play in the cylinder at the critical moment of fire. On most competitive revolvers, however, you will feel a certain amount of cylinder slack.

Although this may be only a modest improvement, it is typical of the tireless engineering that makes Colt the revolver other gun makers try to live up to.

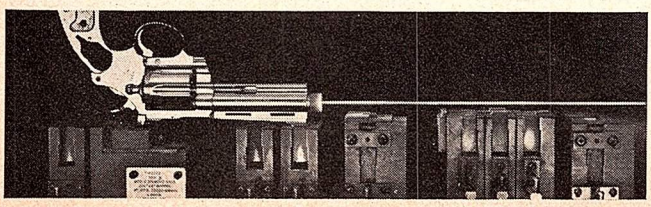
Another safety design exclusive to Colt: the loaded cylinder cannot be closed with the hammer cocked. This is a simple feature, to be sure. Which might lead you to wonder why so many other gun makers don't offer it.

For additional facts on the safety and use of handguns, send for Colt's free booklet, "Handling the Handgun." Write Colt Firearms, Department 7N, Hartford, CT. 06102. Naturally, there is no obligation.



Every Colt revolver must pass several rigid inspections. All are done by experts, by hand.

The best .38 of all. At first glance, the Colt Diamondback (inset photo above) may seem like other "target-style" .38's. True, it has the wide target hammer, ramp front sight and adjustable rear sight, all of which unquestionably enhance comfort and accuracy.

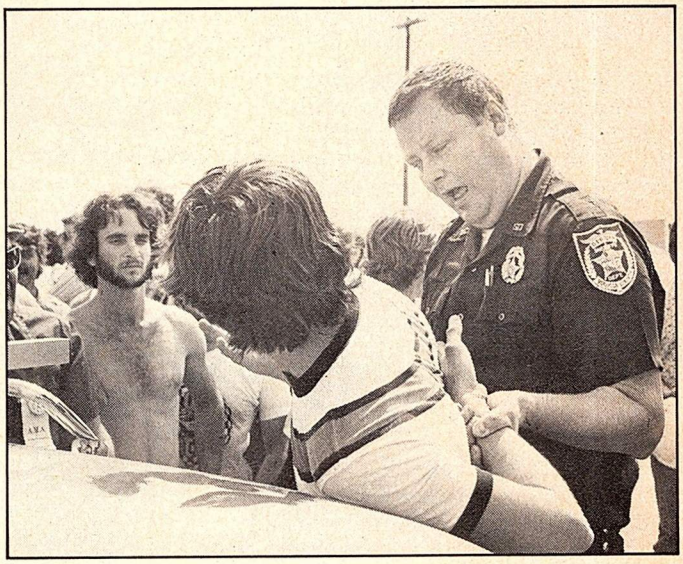


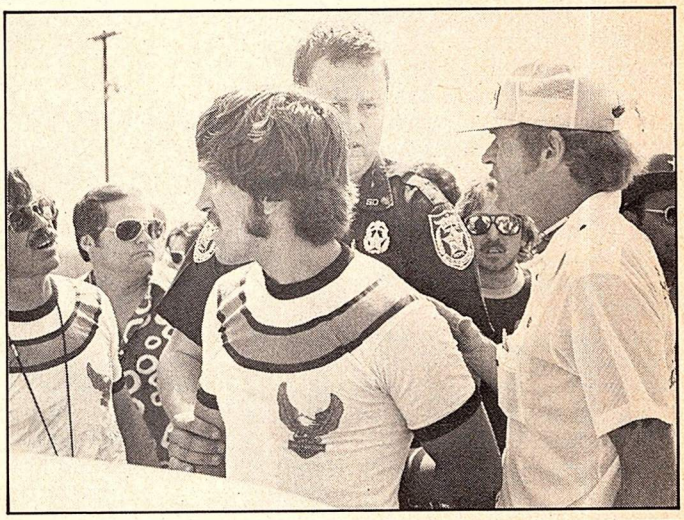
Only Colt handguns are targeted on a laser boresighting system.

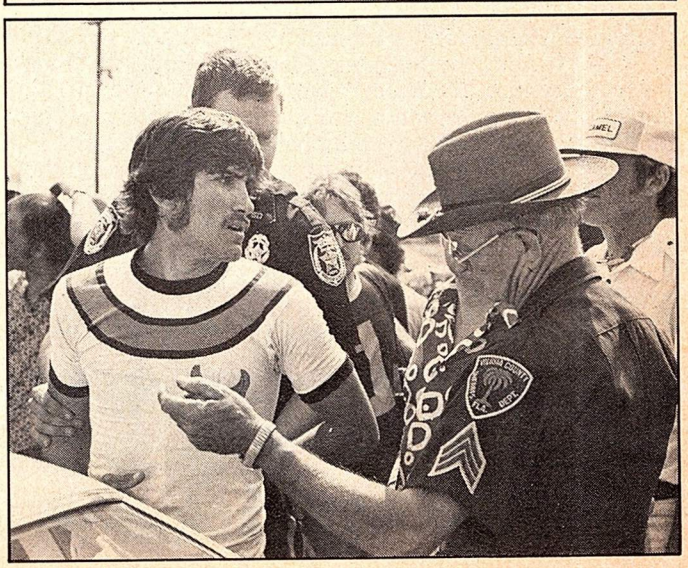
COLT - an American heritage

The Last Page

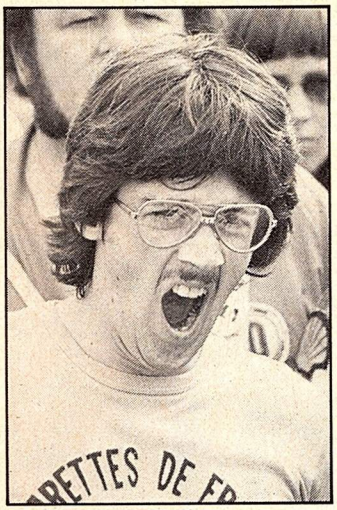
Pit Passes? Racers Don't Need 'em, Ask Rex Staten...

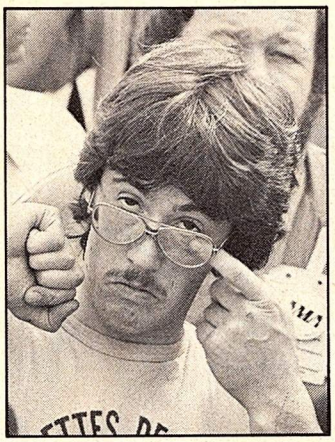


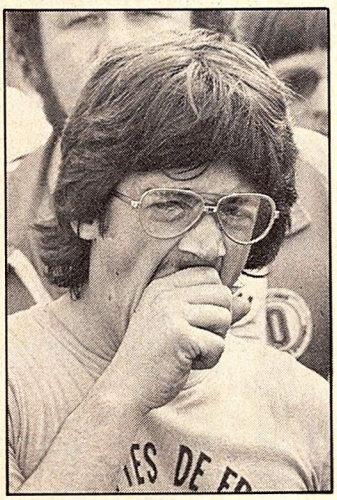


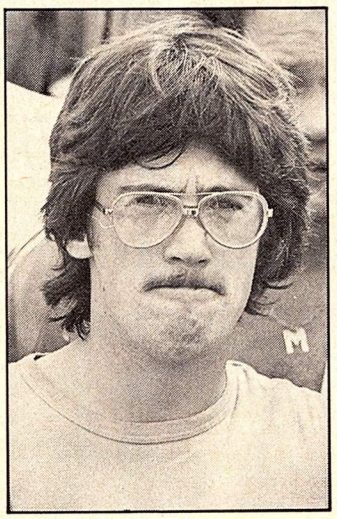


Baker Warm-Up. Pre-Race Strategy?









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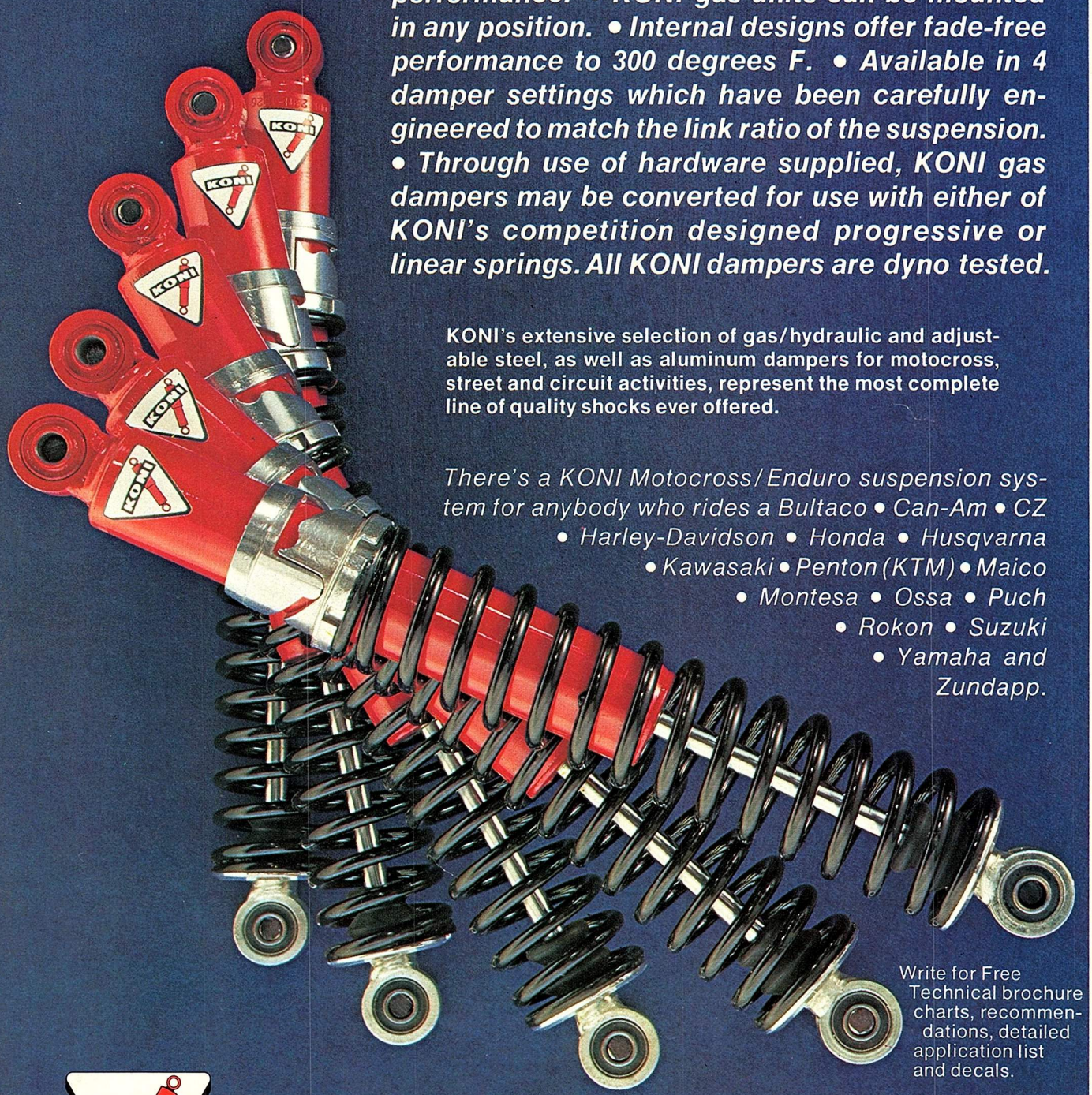

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